

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26

An Ordinance amending Title 22 (Planning and Zoning) of the Los Angeles  
City Code relating to the Marina del Rey Specific Plan.

The Board of Supervisors of the County of Los Angeles ordains as follows:

**SECTION 1.** Section 22.08.190 is hereby amended to read as follows:

**22.08.190. S.**

...

-- “Significant ecological area” means:

A. Significant ecological areas/habitat management areas designated on the special management areas map of the general plan.

B. Environmentally sensitive habitat areas, sensitive environmental resource areas and rare plant habitat areas, identified in the Santa Catalina Island or Marina Del Rey Local Coastal Programs depicting any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

• • •

**SECTION 2.** Part 3 of Section 22.46 (Sections 22.46.1000 to 22.46.1970 inclusive) is hereby amended to read as follows:

### Part 3

## MARINA DEL REY SPECIFIC PLAN

**22.46.1000 Purpose.**

A. This Specific Plan constitutes the primary implementation mechanism for the Marina del Rey Land Use Plan as first certified by the California Coastal Commission and last amended in February 2009. ~~December, 1986 and subsequently amended. As certified in 1995, the amended Land Use Plan includes only the existing Marina del Rey (Map 1 and Exhibit 1). Area A is that portion of the remaining unincorporated Coastal area outside the county-owned leaseholds of Marina del Rey. It has been segmented~~

1 ~~from the Marina del Rey segment by the California Coastal Commission, and requires~~  
2 ~~separate action by the Commission before certification is granted. Area A is not part of~~  
3 ~~this Specific Plan.~~

4 B. The objectives of the Specific Plan are fourfold:

5 -- First, the plan documents various development, preservation and  
6 reconstruction strategies set forth in the certified Land Use Plan;

7 -- Second, the plan establishes development standards and guidelines which are  
8 the regulatory basis for future development, preservation and reconstruction efforts in  
9 Marina del Rey;

10 -- Third, the plan requires design concepts to guide reconstruction on individual  
11 parcels, to aid in the development of vacant land and to help preserve significant  
12 resources;

13 -- Fourth, the plan establishes the governmental review process for new  
14 development proposals in Marina del Rey and describes the long-term implementation  
15 efforts necessary to accommodate future development.

16 C. The Specific Plan may be summarized as follows:

17 -- Communitywide Plan and Design Standards. These standards consist of area-  
18 wide design guidelines. Urban design, land use, circulation, parking, access and  
19 infrastructure are discussed.

20 -- Use Restrictions and Development Standards by Land Use Category. These  
21 sections contain the uses allowed and the development standards for each land use  
22 category in the Specific Plan. The use restrictions and development standards are  
23 comparable in form and purpose to the section of a zoning ordinance which defines  
24 uses allowed in a development zone, development standards, etc. The development  
25 potential for each development zone is stated.

26 -- Site-Specific Development Guidelines. The guidelines detail the development  
potential, development considerations and required public improvements for each  
parcel, organized geographically by planning unit. On occasion, parcels are shown in  
more than one category, or several uses may be permitted on a particular parcel.

1 -- Coastal Improvement Fund. This section describes the basis and funding  
2 mechanism for the Coastal Improvement Fund.

3 ~~-- Transportation Improvement Program. This section establishes a mechanism~~  
4 ~~for funding necessary transportation improvements and ensuring their timely~~  
5 ~~completion.~~

6  
7 **22.46.1010 Reserved.**

8  
9 **22.46.1020 Relationship to the Los Angeles County General Plan.**

10 A. The Los Angeles County General Plan was adopted on November 25, 1980. It  
11 consists of those countywide chapters and elements mandated by the California  
12 Government Code, as well as a series of communitywide plans which set forth more  
13 detailed growth and development policies for specific unincorporated communities.

14 B. The Countywide General Plan establishes, in a broad perspective, future land  
15 use, development and conservation policies for the Marina del Rey area. The Plan  
16 further calls for the completion of the Marina Local Coastal Program (LCP), consisting of  
17 both a Land Use Plan and Local Implementation Program. The Marina LCP is  
18 integrated with the General Plan as a component of the Countywide Coastal Element.

19 C. The Marina del Rey Land Use Plan was approved by the Los Angeles County  
20 board of supervisors on September 13, 1984, and was subsequently certified by the  
21 California Coastal Commission on October 11, 1984. The Plan was recertified in  
22 December, 1986, after Areas B and C were annexed by the city of Los Angeles. An  
23 amendment to the Plan was approved by the Board of Supervisors on August 22, 1995  
24 and November 7, 1995, and subsequently certified by the California Coastal  
25 Commission on February 8, 1996. It now serves as the community plan for the Marina  
26 del Rey area. This Plan constitutes a refinement of General Plan Policy and provides a  
basis for its implementation.

D. This Specific Plan is a key component of the Local Implementation Program  
for Marina del Rey. It is designed to implement the Marina del Rey Land Use Plan

1 through the application of site-specific development standards and guidelines. The  
2 Specific Plan constitutes the most detailed interpretation of General Plan Policy.

3  
4 **22.46.1030 Relationship to the Los Angeles County Land Use Regulations.**

5 A. Where provisions of this Specific Plan are in conflict with other provisions of  
6 this Title 22, this Specific Plan shall prevail. For matters on which this Specific Plan is  
7 silent, other applicable provisions of Title 22 shall control.

8 B. Notwithstanding the provisions of Section 22.46.030 of this Title 22,  
9 amendments to the County Code that affect sections cited in this Specific Plan shall not  
10 apply to this Specific Plan until certified as amendments to the LCP by the California  
11 Coastal Commission. Until such changes are certified, only the versions of the County  
12 Code previously certified by the Commission shall apply.

13 C. Regulation of development in Marina del Rey will be accomplished by zoning  
14 the entire Marina as Specific Plan (SP), shown on Map 1. Development in the SP Zone  
15 will be guided by the certified Land Use Plan, as implemented by the development  
16 zones, land use categories and parcel-specific development standards and guidelines in  
17 the Marina del Rey Specific Plan. One zoning document, the Specific Plan, will be  
18 referred to for all development potential in each development zone, land use regulations  
19 and development standards for each parcel in Marina del Rey.

20 D. Height and land use limitations found on pages 16 through 26 of the  
21 Specifications and Minimum Standards of Architectural Treatment and Construction  
22 (see Appendix C of this Specific Plan) shall not apply to new development approved  
23 under this LCP. Amendments to the Specifications and Minimum Standards of  
24 Architectural Treatment and Construction (hereafter known as the Manual of  
25 Architectural Standards) shall not apply to this Specific Plan until certified as an  
26 amendment to the LCP. Until such changes are certified, only the version of the Manual  
of Architectural Standards (October, 1989) in effect at the time of adoption of this  
Specific Plan, other than the above-identified height and land use limitations, shall  
apply.



## **22.46.1040 Urban design concept.**

The urban design concept for Marina del Rey embodies a three-dimensional option that will give the study area a strong, definitive physical image and identity. Key features of the urban design concept include:

-- A modified "bowl concept" consisting of a skyline of taller buildings around the outer and northern edges of the Marina, with lower buildings on the moles. The concept will enhance the image of the Marina and will ensure adequate sunlight and wind circulation over the water basin;

-- A framework of "community identity elements" to provide a sense of place and establish the character of the area. Such identity elements serve to orient Marina visitors and provide a logical, coherent, unified network of movement, land use and activity;

-- Design guidelines to coordinate the visual character of the Marina through the application of Marina-wide guidelines pertaining to landscaping, hardscape and street furniture, signs, quality site design and architectural treatment.

-- View corridors to maintain and enhance public views of the harbor are a priority of this plan. Enhancing the ability of the public to experience and view the Marina waters shall be implemented by requiring view corridors in the design of all new or renovated development. Increased view corridors are called for when basic height standards are exceeded. This goal shall be achieved by placing conditions on permits for new development to enhance public viewing, to allow for greater public access, and to create view corridors to and along the waterfront.

## **22.46.1050 Community identity elements.**

A. The identity and image of an area is established by many elements, including buildings, landscaping, signs and in the case of the Marina, by its water-related activities. Except for its marine-oriented activities, the Marina does not have a strong image or identity. Some of the physical elements in the Marina area such as fences,

1 gates and signs inadvertently discourage public use and access. The prospect of  
2 reconstruction on certain moles, however, brings the potential for establishing a more  
3 unified visual environment and identity in Marina del Rey.

4 B. Key community identity elements include:

5 -- Marina Gateways and Entrances. These important entry points into the existing  
6 Marina from Lincoln, Culver Boulevard and Washington Street are where most people  
7 get their first orientation to the area. A combination of landscaping, signs and lighting  
8 orients motorists, bicycle riders and pedestrians to the Marina and specific destinations  
9 within it;

10 -- The Parkway Edge. This is a heavily landscaped strip around the edge of the  
11 Marina to the north jetty of the Main Channel which creates a strong identity for the  
12 Marina;

13 -- The Loop Road. Most allowable new high-rise and midrise development will be  
14 along Admiralty Way and Via Marina. This loop road has its own landscaped character,  
15 with signs, lighting, the pedestrian promenade and bicycle trail;

16 -- Mole Roads and Intersections. Mole roads and intersections have special  
17 identity features, including signs identifying visitor-serving facilities or other attractions  
18 on each mole;

19 -- Pedestrian Walkways and Bicycle Trails. The walkways and bicycle trails are a  
20 primary means for access to activities in the Marina. Design of these elements with  
21 safety and compatibility in mind is of utmost importance in facilitating public use and  
22 enjoyment of the Marina. All walkways must be accessible to the physically impaired.  
23 Outdoor eating patios are encouraged along the bicycle and pedestrian trails;

24 -- View Areas. A view area shall be defined as a point for observation of boats,  
25 docks, Marina waters and regional surroundings. Facilities may include benches and  
26 telescopes. Other park-like facilities are not standard in view areas;

-- View Corridors. A view corridor is an area located between the water and the  
first public road open to the sky and allowing uninterrupted views of the harbor from the

1 road to the waterside, at ground level. The corridor may be combined with fire roads  
2 and public accessways.

#### 4 **22.46.1060 Communitywide design guidelines.**

5 Communitywide design guidelines concern several areas. These areas include  
6 landscaping, signs, site planning, and architectural treatment. These guidelines are  
7 considered to be mandatory when the word "shall" is used and are permissive when the  
8 word "may" is used. Developments shall be analyzed for conformance with this Specific  
9 Plan and with the identity and accessibility of the Marina as a public boating and  
10 recreational facility through the coastal development permit process. The analysis shall  
11 address, at a minimum, public access, height, circulation, massing, visual impact, views  
12 and view corridors, compatibility of uses in a mixed use project, and the visibility and  
13 convenience of public spaces as they pertain to the policies of this LCP. During the  
14 coastal development permit process, the regional planning commission or hearing  
15 officer shall require modifications to development proposals where necessary to achieve  
16 consistency with the LCP.

16 A. Landscaping. Landscaping shall include trees and shrubbery, with adequate  
17 ground cover to protect the soil. Landscaped borders used to shield obtrusive uses shall  
18 have a minimum width of eight feet and shall consist of vegetation of sufficient density  
19 to hide the use. Landscaping along site perimeters shall have a minimum width of eight  
20 feet and shall allow visual access into the lot, except where the landscaping is being  
21 used to screen an obtrusive use. These standards shall be implemented in a manner  
22 consistent with all other provisions of the certified LCP to encourage unique site design.  
23 Layout, components, and quantity of landscaping for development in the existing Marina  
24 shall be subject to approval by the design control board.

23 B. Lot Coverage. Lot coverage by buildings, shall be limited as otherwise  
24 restricted in the Specific Plan, and shall not exceed 90 percent of the net lot area; a  
25 minimum of 10 percent of the net lot area shall be landscaped.

26 C. Parking.

1 1. Parking standards in Marina del Rey shall be as set forth in Part 11,  
2 Chapter 22.52 and Appendix 3 of this Title 22.

3 2. Applicants for office and commercial development are required to  
4 consult with the department of beaches and harbors to determine how to locate and  
5 manage multiuse parking facilities. The director must find that the multiuse facilities are  
6 consistent with the LCP, and that all uses will receive adequate parking. The intent of  
7 multiuse, otherwise known as dual or shared use, parking is to provide additional  
8 parking for shoreline access and recreational uses during peak visitation periods which  
9 coincide with nonpeak office/commercial working hours. All calculations for shared  
10 parking demand shall provide spaces for public access parking in the off peak hours.  
11 Procedures for multiuse parking, deviation from the aforementioned parking  
12 requirements, including provisions for off-site parking, or any other parking variance  
13 shall be as set forth in Part 7 of Chapter 22.56 of this Title 22.

14 ~~3. Development on the land side of parcels on which the water side has  
15 been identified for additional slips under the "funnel concept" shall be evaluated with  
16 respect to the parking needs of the future slips. Land side development shall not  
17 preclude provision of parking for the future slips called out in this Specific Plan. Projects  
18 which include the development of parking garages or increased lot coverage shall  
19 provide the spaces for the slips as part of the development project.~~

#### 18 D. Signs.

19 1. Signs shall be as detailed as possible without becoming unreadable.  
20 The design control board specifically regulates signs in the existing Marina through the  
21 application of standards set forth in the Board's Revised Permanent Sign Controls and  
22 Regulations, a section of the Manual for Architectural Standards, certified in 1990 as  
23 Appendix C.

24 2. Signs shall also be regulated by the provisions of Part 10 of Chapter  
25 22.52 of this Title 22 and the design control board's Revised Permanent Sign Controls  
26 and Regulations of September 16, 1971 (Appendix C). In the event of a conflict between  
the design control board's requirements and Title 22, the most restrictive standard shall  
prevail. Each land use category set out in this Specific Plan shall be subject to the sign

standards for a comparable zone designated in Section 22.12.010 of this Title 22. Comparable zones shall be assigned according to the following chart, except that off-premises or outdoor advertising signs shall be prohibited:

Land Use Category	Chapter 22.52, Part 10 Zones
Residential III	R-3
Residential IV	R-4
Residential V	R-4
<u>Senior Accommodations</u>	
Hotel	C-3
Visitor-Serving/Convenience Commercial	C-3
Marine Commercial	C-M
Boat Storage	C-M
Office	C-3
Parking	P-R
Public Facilities	C-1
Open Space	O-S
Water	O-S

E. Site Planning and Architectural Design. Site planning and architectural design include such elements as structural height, bulk, spacing, on-site open space, facade design, materials, and colors.

1. Site Planning. Planes of the exterior building walls should vary in depth and/or direction to avoid bulk and monotony, and should relate closely to the pedestrian promenade. Building placement and design shall avoid long, continuous blocking of water views.

2. View Corridor Requirements. Parcels located between the water and the first public road shall provide a view corridor allowing uninterrupted views of the

1 harbor from the road to the waterside, at ground level. The design, location and  
2 feasibility of view corridors shall be determined by the director and shall be based on  
3 the distance from the first public road to the bulkhead, the parcel's land use category,  
4 configuration and the intensity of development allowed by the Specific Plan.

5 a. Where a view corridor is physically feasible, the optimum width of  
6 such a view corridor shall be a minimum of 20 percent of the water frontage of the site.

7 b. Where the director finds an alternate method for providing a view  
8 corridor, the director may apply credit toward the view corridor percentage standards.

9 c. Where the director finds that a view corridor cannot be physically  
10 located anywhere on the parcel to provide a view of the harbor from the road, the  
11 director may waive the requirement.

12 3. View Corridor Standards. View corridors shall be maintained so as to  
13 provide an unobstructed view of the bulkhead edge, masts and horizon for pedestrians  
14 and passing motorists. Unobstructed views are defined as views with no inhibition of  
15 visual access to the water. Parking lots may be depressed below grade such that views  
16 are possible over parked vehicles; the Director shall determine whether a parking lot  
17 designed as such warrants credit toward the view corridor requirement. A depression of  
18 two feet below grade shall be the minimum considered for view corridor credit through a  
19 parking lot. Additionally, landscaping shall be placed and maintained so as not to  
20 obstruct water views. Where the director finds that such combination is appropriate,  
21 view corridors shall be combined with vertical accessways.

22 4. Architectural Design. Among other important objectives, good  
23 architectural design is essential in maintaining compatibility among adjacent land uses  
24 and preserving important public amenities such as view corridors and scenic vistas.  
25 Balconies, terraces, and patios are encouraged. Outdoor dining facilities which do not  
26 interfere with public accessways are also encouraged to take advantage of water views  
and scenic vistas throughout Marina del Rey in those areas where restaurants are  
allowed by this Specific Plan; such facilities shall comply with the public view and public  
access provisions of this Specific Plan and the provisions of subsection G of Section  
22.28.070.

1           5. Building Height Standards. Unique site design with respect to height  
2 and setbacks is encouraged on all parcels in Marina del Rey. Heights shall be limited  
3 according to the following standards: the development standards of each land use  
4 category and the Site-Specific Development Guidelines. Where the land use category  
5 height standards found in Section 22.46.1690 differ from the site-specific standards  
6 found in Sections 22.46.1790 through 22.46.1940, such site-specific standards noted in  
7 the applicable portion of Sections 22.46.1200 through 22.46.1690 shall control.  
8 Maximum heights may be reduced during the coastal development permit process to  
9 preserve public recreation, solar access to the beaches, parks and boat basins and  
10 wind for sailing or as otherwise required in all other policies of the certified Land Use  
11 Plan and this Specific Plan. In certain categories, the maximum height permitted is  
12 dependent on the size of the view corridor provided. Building heights in the Marina shall  
13 be restricted according to the following seven categories:

- 14           a. Category 1: one story, 25 feet maximum;
- 15           b. Category 2: 45 feet maximum;
- 16           c. Category 3: 45 feet maximum when a 20 percent view corridor is  
17 provided ranging to 75 feet maximum when a 40 percent view corridor is provided.  
18 Height above 45 feet shall be permitted at the ratio of 1.5 feet in height for every one  
19 percent view corridor exceeding the 20 percent;
- 20           d. Category 4: 140 feet maximum;
- 21           e. Category 5: 140 feet maximum when a 20 percent view corridor  
22 is provided ranging to 225 feet maximum when a 40 percent view corridor is provided.  
23 Height above 140 feet shall be permitted at the ratio of 4.25 feet in height for every one  
24 percent view corridor exceeding the 20 percent standard;
- 25           f. Category 6: 225 feet maximum;
- 26           g. Category 7: other site-specific maximums;

27           6. Communitywide design guidelines shall be followed by the regional  
28 planning commission and hearing officer during the coastal development permit  
29 process. The design control board shall continue to review architectural designs and

1 site plans, and may make recommendations to the regional planning commission and  
2 hearing officer for development projects in the existing Marina pursuant to Section  
3 22.46.1110.

4 F. Fire Safety Standards. The following standards shall apply to all new  
5 development and renovation or expansion of existing development, where applicable.

6 1. Sprinklers. All new development shall be required to provide fire  
7 sprinklers consistent with the specifications of the fire department. Further, remodeling  
8 or expansion projects involving 50 percent or more of the existing floor area of said  
9 project shall be subject to review by the fire department for sprinkler requirements.

10 2. Multistory Buildings. Where a new building exceeds three stories or 35  
11 feet in height, the following site design standards shall apply:

12 a. Emergency access (or clear zones) on the lateral sides of all  
13 multistory buildings shall be required to be a width of 28 feet, subject to fire department  
14 determination. A lesser width may be approved where the Fire Department finds such  
15 width provides sufficient emergency access; a greater width may be approved where  
16 the fire department finds such width to be necessary for the provision of adequate  
17 emergency access. This emergency access requirement may concurrently apply to 20-  
18 foot-wide pedestrian promenades consistent with subsection ~~(F)(2)(b)~~ F.2.b of this  
19 sSection. Where a building is not more than 10 feet from the edge of a road, the  
20 roadway may serve as the required access area for that side of the building. Clear  
21 zones provided on the sides of buildings may count toward any linear view corridor  
22 requirements for buildings located between the first public road and the sea; and

23 b. The pedestrian promenade and fire department access road may  
24 be used for dual functions provided that the fire department maintains unimpeded  
25 access on no less than 20 feet of all pedestrian promenades at all times. These  
26 promenades shall be no less than 28 feet wide to allow benches, trash containers,  
shade structures and other pedestrian amenities on the seaward-most eight feet of the  
promenade. The remainder of the promenade shall conform to fire access road  
requirements and shall be a minimum of 20 feet wide clear to the sky, with no benches,  
planters or fixed objects. As an alternate configuration, the director, in conjunction with



1 the fire department, may approve a 20-foot-wide clear pedestrian/fire access road with a  
2 series of 10-foot-wide improved viewpoints no less than 150 feet apart. These  
3 viewpoints shall be located adjacent to the bulkhead line. In either configuration, turn  
4 radii shall be approved by the fire department.

#### 5 G. Residential Mitigation requirements.

6 1. New residential development shall provide compensatory recreational  
7 facilities to offset local residential uses of existing Marina park and recreational facilities.  
8 Where feasible, such facilities, as identified in subsection ~~(G)(3)~~ G.3 of this ~~s~~Section,  
9 shall be provided on-site as a means of meeting this requirement. Alternatively, where  
10 an applicant demonstrates that it is not feasible to locate all, or only a portion of  
11 recreational facilities on-site, then the applicant shall contribute, on a fair and equitable  
12 basis, to a coastal improvement fund. Senior congregate care housing is exempt from  
13 this requirement.

14 2. Residential Mitigation Standard. The public park land area requirement  
15 shall be based upon providing three acres of public park land for every 1,000 new  
16 residents, or portion thereof. Alternatively, a mitigation fee may satisfy the requirement.  
17 The fee shall be based upon the estimated cost of improving an equivalent amount of  
18 public park land on a public parcel within the Marina. An applicant may choose to meet  
19 the requirement by providing a combination of land area and fee.

20 3. Mitigation Credit. On-site land area credits toward this requirement shall  
21 be given for the following facilities: clearly defined and exclusively reserved internal land  
22 area devoted to private recreation of the residents, public park land, that portion of the  
23 pedestrian promenade or view corridor not designated as a fire access road, and  
24 viewing parks at the end of the mole roads, or adjacent to the main channel.

#### 25 **22.46.1070 Variance procedures.**

26 Variances from the development standards contained in this Specific Plan may  
be applied for pursuant to the provisions of Part 2 of Chapter 22.56. In addition to the

1 burden of proof contained in Section 22.56.290 of said Part 2, the applicant shall also  
2 prove:

3 A. That the variance is consistent with the Local Coastal Program including the  
4 land use category of the Specific Plan and the public access and recreation policies of  
5 the Coastal Act; and

6 B. That there would be no adverse impact on the environment.

7  
8 **22.46.1080 Land Use Plan.**

9 The type, intensity and distribution of existing and future land uses within Marina  
10 del Rey are shown on the Specific Plan Land Use Map (see Exhibit 2 set out at the end  
11 of this Part 3). The land use categories delineated include:

12 -- Residential III: Medium density, up to 35 dwelling units per net acre;

13 -- Residential IV: Medium-high density, up to 45 dwelling units per net acre;

14 -- Residential V: High-density, up to 75 dwelling units per net acre;

15 -- Hotel: Hotels, motels and youth hostels to provide overnight accommodations  
16 and attendant services for visitors to the Marina and nearby beaches;

17 -- Visitor-Serving/Convenience Commercial: Dining facilities, retail and personal  
18 services for visitors to the Marina and nearby beaches, as well as residents and  
19 employees of Marina del Rey;

20 -- Offices: General offices, government offices, professional offices and financial  
21 institutions;

22 -- Seniors Facilities:

23 A. Senior Accommodations: A specialized use for persons over age 62 who may  
24 or may not be retired.

25 B. Congregate Care

26 -- Marine Commercial: Coastal-related or coastal-dependent uses associated  
with operation, sales storage and repair of boats and marine support facilities including

wet slips, boating schools, dry storage and launch facilities, boat repair yards, yacht brokerages and marine associated retail and office uses;

-- Boat Storage: Storage of boats in wet slips, dry storage, boat repair, ancillary retail uses;

-- Parking: Parking lots and structures open to the public, in most cases multiuse and fee-charging. Multiuse includes commercial and office parking lots made available during non-business hours, and also landscaped park areas improved to be also usable for parking during those weekends when parking demand for the Marina is at its peak;

-- Public Facilities: Public infrastructural land uses other than roads, including libraries, harbor administration, public utilities, police and fire facilities;

-- Open Space: Recreational uses including open viewing areas, promenades, bikeways, beaches, parks, and water bodies for recreational use;

-- Water: A category for recreational use, wet boat slips, dry stack storage facilities attached to a land side structure, launching, docking and fueling of boats, flood control and water quality, and light marine commercial;

-- Mixed Use Overlay Zone: An overlay category applied to selected parcels in addition to the site's primary land use category. Permits the combination of above land use categories on a parcel and mixing of uses within a structure;

-- Waterfront Overlay Zone: An overlay category applied to ~~most~~ all waterfront parcels in addition to the site's primary land use category. Encourages coastal-oriented and coastal-dependent uses on the waterfront, permits the combination of Hotel, Visitor-Serving Convenience/Commercial/Retail, Marine Commercial and the site's primary land use, as well as mixing of uses within a structure.

## **22.46.1090 Land use monitoring and phasing.**

A. The monitoring program implements the development limitations and phasing policies as established by the certified Marina del Rey Land Use Plan. Cumulative development and peak hour trips will be monitored and totaled for each development zone as projects are approved.

1 B. Development in the existing Marina is classified as Phase II\* (see Table 1 set  
2 out at the end of this Part 3). All new development in the existing Marina will be subject  
3 to the buildout limitations of each development zone, phasing restrictions, land use  
4 category and the site-specific standards of this Specific Plan.

5 C. Development Limitations and Phasing. Specific monitoring criteria for  
6 development phasing are described as follows:

7 1. Development Monitoring. Additional development is limited to the  
8 buildout identified in Table 1 for each of the three Major Development Zones  
9 (MDZ) development zone. Development shall not be approved that will exceed the  
10 capacity of the regional, local or development zone street system. The total potential for  
11 additional units and amount of commercial and residential development allocated under  
12 this LCP will generate a traffic impact within the Marina del Rey that can be mitigated  
13 within the Marina by which can be accommodated by the improvements listed in the  
14 Revised Set of Intersection Improvement Projects. traffic improvements plan which is  
15 part of the Local Implementation Program. Monitoring will be based on the type and  
16 density of development.

17 Except for Parcel 9 of ~~Development Zone 2 (Tahiti Development Zone)~~, all  
18 development in Zones 1 through ~~12-3~~ will involve redevelopment or remodeling of  
19 existing developed lots. A parcel may apply for development contained within the  
20 development zone where the parcel resides; the development applied for must be  
21 consistent with the land use category, overlay zone (if any) and site-specific standards  
22 of the parcel. Development will be monitored by development zone such that after a  
23 redevelopment project receives approval, the additional development granted as part of  
24 the approval over and above the level of existing development on the site, shall be  
25 deducted from the development available in the parcel's zone. The balance will be the  
26 development available for future redevelopment projects in the zone. A zero  
development balance in a zone indicates that additional development has been  
exhausted in that zone; future development in the zone at that time is limited to  
recycling of uses with no expansions or increased trip generation.

2. Residential Development. As residential development occurs, the total number of dwelling units shall be monitored and the net increase in any development zone shall not exceed the number of residential units allocated to that zone, less the number of units converted to a visitor-serving or coastal-oriented use, if any. Residential densities on mixed use parcels, where the floor area of the nonresidential use exceeds 10 percent of the total floor area, shall be figured using only the residential buildable area, not the buildable area for the entire parcel. The buildable area for the entire parcel may be used in residential density calculations where the floor area of the nonresidential use is 10 percent or less of the total floor area. The residential buildable area shall be determined by taking the parcel's buildable area, less the area devoted to all other land uses. Existing boat storage, public access, public parking and boating support uses in residentially zoned areas in the WOZ zone shall be preserved. With the exception of existing facilities located on Parcels 1, 54, 55 and 56, as part of the application, these uses may be relocated on the same parcel or to another parcel within the Marina, as long as the size, efficiency and capacity of the facility remains the same and such relocations occur prior to any dislocating development, and so long as the use is economically viable. If no commercial operator wishes to operate a use, there shall be no obligation on the County's part to take further action. The trips generated by such a use shall not be considered as additional development when calculating allowable new trips in the WOZ zone.

Subject to these limitations, residential projects in the Waterfront Overlay Zone may use land area devoted to visitor-serving, marine commercial and other coastal-oriented uses in calculating the residential buildable area. In mixed-use developments involving several uses on different floors in a building, the residential area shall be determined on an overall percentage basis. Density may be transferred from one parcel to another as long as the parcels are adjacent, in the same development zone, under the same ownership, designated with the same land use category and consistent with the buildout allocations of each applicable development zone.

~~3. Improvement Phasing~~ Transportation Improvements. ~~In recognition of the need for e~~ Expanded transportation facilities should accompany additional generated by cumulative development in Marina del Rey and, approval of development projects in

1 ~~existing the~~ Marina will be contingent upon developers' the fair-share the full payment of  
2 trip fees to fund the improvements mitigation of all significant daily and peak-hour  
3 ~~adverse traffic impacts generated, and financing and phasing agreements as specified~~  
4 ~~in the Improvement Financing the Transportation Improvement Program (TIP) contained~~  
5 ~~in Appendix G. Said agreements~~ trip fees will be dependent upon the number of  
6 additional p.m. peak-hour trips generated by the project and the established cost per trip.

7 4. Applicants for ~~all any~~ development project shall produce a traffic study  
8 to evaluate the ~~demonstrate that there will be sufficient traffic capacity in both the~~  
9 Marina del Rey internal system and the subregional highway system serving the Marina,  
10 ~~to accommodate the traffic generated by the planned development. If the applicant~~  
11 ~~cannot demonstrate that there is adequate traffic capacity to accommodate the traffic~~  
12 ~~generated by the proposed additional development, the application shall be denied, as~~  
13 ~~set forth below:~~

14 a. The traffic study shall indicate the project's ~~If the developer has~~  
15 ~~demonstrated that there will be available traffic capacity within the internal Marina del~~  
16 ~~Rey system, the developer may move forward with the project, but all significant~~  
17 ~~adverse traffic impacts, if any, of development on the both internal Marina del Rey~~  
18 ~~routes. The applicant shall shall be mitigated by (1) payment a of a proportional fair~~  
19 ~~share of necessary internal traffic improvements before a coastal development permit~~  
20 ~~for the development is issued, and (2) construction of all necessary internal Marina del~~  
21 ~~Rey improvements prior to occupancy of any approved structures. The Department of~~  
22 Public Works shall establish the payment per P.M. peak-hour trips for traffic impacts in  
23 the Marina.

24 b. ~~As part of the application for development, applicants shall also~~  
25 ~~provide evidence of the~~ The traffic study shall indicate the project's cumulative impacts,  
26 ~~if any, of any proposed project on the major state highways and routes leading to the~~  
coast in the Marina area, and provide information regarding the capacity of such routes,  
and the cumulative total of new trips generated within the Marina that routinely use  
these Marina approach roads. ~~Where any significant adverse cumulative traffic~~

1 impacts on subregional traffic routes will occur, the applicant shall (4) pay a  
2 proportional fair share of necessary subregional traffic improvements. The Department  
3 of Public Works shall determine the payment per P.M. peak-hour trips for the  
4 subregional traffic improvements, and (2) provide information concerning the timing and  
5 capacity of planned traffic improvements which will accommodate local growth including  
6 that attributed to the development. However, if the trips generated by the development  
7 along with other previously approved development will exceed 50 percent of the total  
8 anticipated additional external trips to be generated by new or intensified Marina del  
9 Rey development, additional development that generates external trips cannot occur  
10 until a traffic improvement on the approach roads that will mitigate those trips has been  
11 approved and funded by the appropriate agencies.

11 5. Recycling of Parcels. Parcels in the existing Marina may recycle  
12 existing uses, where allowed by the Specific Plan, as long as there is no net increase in  
13 vehicle trips generated by the parcel in the Development Zone. For purposes of this  
14 sSection, "recycling" is defined as the renovation, demolition or removal of existing  
15 structures and the subsequent reconstruction, construction or replacement of new  
16 structures consistent with the other requirements of this sSection. Recycling of parcels  
17 which does not involve a net increase in vehicle trips is development, but is not  
18 dependent on the phasing program described in subsection 4 of this sSection. No  
19 change of use or Phase II development will be allowed under this scheme.

#### 18 6. Conversion.

19 a. Waterfront Overlay Zone. Existing and allocated residential and  
20 office development in Development Zones with the Waterfront Overlay may be  
21 converted to visitor-serving, hotel, open space, marine commercial or other coastal-  
22 oriented development. Boat storage, public access, public parking and boating support  
23 uses, including boater parking, shall be preserved, but as part of an application, these  
24 uses may be relocated on the same parcel or to another parcel within the Marina, as  
25 long as the size, ability to carry out the purpose of the facility, water access and  
26 capacity of the facility remains the same. Subject to these limitations, existing and  
allocated visitor-serving, marine commercial and coastal-oriented development may

1 also be converted to other visitor-serving, marine commercial and coastal-dependent  
2 uses. Conversion of development shall be consistent with subsection ~~(C)(6)(e)~~ C.6.c of  
3 this ~~s~~Section.

4           b. Mixed Use Overlay Zone. Existing and allocated residential and  
5 office development in Development Zones with the Mixed Use Overlay may be  
6 converted to visitor-serving, marine commercial or other coastal-oriented development.  
7 Conversion of allocated uses shall be limited to 10 percent of the residential units or  
8 office square footage allocated in the zone where the conversion occurs. Boat storage,  
9 public access, public parking and boating support uses shall be preserved, but as part  
10 of an application, these uses may be relocated on the same parcel or to another parcel  
11 within the Marina, as long as the size, ability to carry out the use and capacity of the  
12 facility remains the same. Subject to these limitations, existing visitor-serving, marine  
13 commercial and coastal-oriented development may also be converted to other visitor-  
14 serving, marine commercial and coastal uses. Conversion of development shall be  
15 consistent with subsection ~~(C)(6)(e)~~ C.6.c of this ~~s~~Section.

16           c. The conversion units shall be p.m. peak-hour trip generation  
17 such that the number of p.m. peak-hour trips generated by the added development of  
18 the recipient use does not exceed the p.m. peak-hour trip generation of the donor use.  
19 Conversion of allocated development shall be monitored such that the development  
20 converted is deducted from the zone balance for the donor use and added to the zone  
21 balance for the recipient use. Conversion of existing development shall be similarly  
22 monitored to ensure no increase in trip generation occurs as a result of the conversion.  
23 Conversion is limited to development within a respective Development Zone; conversion  
24 shall not be construed to allow transfer of development between Development Zones.

25           d. The site plans of converted or mixed uses shall be reviewed  
26 during the coastal development permit process to assure that the design will enhance  
compatibility of the uses with each other and with adjoining uses. The site plans shall  
show massing, public access and views, pedestrian and automobile traffic patterns,  
convenience of loading and trash hauling, and the separation of public and residential  
routes and entrances of the building as they relate to the project's consistency with the



1 LCP. Design changes necessary to assure compliance with the access, visual quality,  
2 recreation, and other policies of this LCP shall be incorporated into the coastal  
3 development permit as conditions of development.

4  
5 \* Phase I constitutes the existing level of development. Phase II represents the  
6 redevelopment of the Marina at greater densities; the numbers noted represent the  
7 additional residential units and other new development within each development zone.

8 ~~The changes made to Table 1 by Ordinance 2001-0010 shall not take effect until Local~~  
9 ~~Coastal Program Amendment Case No. 98-172 (4) has been certified by the California~~  
10 ~~Coastal Commission pursuant to the provisions of the California Coastal Act of 1976, as~~  
11 ~~amended to date.~~

## 12 **22.46.1100 Circulation system.**

13 A. The circulation system is the single most important infrastructure component  
14 in the Specific Plan Area. It is comprised of the following:

- 15 -- Region-serving transportation facilities;
- 16 -- Local roadway system (Exhibit 3--Regional Circulation System Map);
- 17 -- Local and regional bikeway network;
- 18 -- Pedestrian promenades and walkways;
- 19 -- Local and regional public transit services.

20 B. Important components of the circulation system are the Transportation  
21 Systems Management (TSM) and Transportation Demand Management (TDM)  
22 programs which maximize system operating efficiency and thereby enhance access to  
23 and travel within the Marina area. ~~Transportation Systems Management and TDM are~~  
24 ~~discussed in detail in the Transportation Improvement Program, found in Appendix G.~~

25 1. Roadway System. Special roadway sections are anticipated to  
26 accommodate bikeways, nonvehicular circulation components and landscaped areas.

2. Pedestrian and Bicycle System.

1 a. The pedestrian and bicycle system is an important component of  
2 the overall circulation system. The pedestrian promenade and bicycle path enhance  
3 shoreline access and implement a number of policies in the land use plan. The  
4 pedestrian promenade is illustrated on the Existing Shoreline Access Map (Map 2) (see  
5 Map 2, set out at the end of this Part 3).

6 b. Pedestrian system physical features include:

- 7 -- Identification striping, markers and signs;
- 8 -- Lighting;
- 9 -- Smooth, continuous paving (handicap accessible);
- 10 -- Directories, benches and drinking fountains.

11 c. Bicycle system features include:

- 12 -- Connections to the Marvin Braude Bicycle Trail~~South Bay~~  
13 Regional Bikeway;
- 14 -- Access around the entire Marina area, to all land uses, including  
15 visitor-serving facilities and beaches;
- 16 -- Identification striping, markers and signs;
- 17 -- Smooth, continuous paving;
- 18 -- Directories, bike racks, benches, drinking fountains, storage  
19 lockers at all land uses;
- 20 -- Connections to other travel modes (bus stops, park and ride,  
21 transit stations, bus transportability).

22 d. The bicycle system should maximize access without  
23 compromising safety. Separate right-of-way, minimizing driveways that interfere with the  
24 route and compatible intersection design are ~~all necessary for ensuring a safe~~ desirable  
in a bicycle system.

25 C. Proposed Circulation Improvements. The circulation system improvements in  
26 this LCP include the Revised Set of Intersection Improvement Projects on the internal  
roadway in the Marina, as described below. These improvements are expected to

1 provide sufficient capacity within Marina del Rey to accommodate future development in  
2 the Marina as envisioned by this Specific Plan.

3 1. The Revised Set of Intersection Improvement Projects within the  
4 Marina that would provide sufficient capacity for the Pipeline Projects, and for the  
5 Marina build-out, are as follow:

- 6 • Via Marina/Admiralty Way Intersection Alternatives:

7 a. Alternative A - Provide a third westbound left-turn lane on  
8 Admiralty Way and a second southbound left-turn lane on Via Marina.

9 b. Alternative B - Realign this intersection to make Admiralty  
10 Way and the Via Marina Way segment south of Admiralty Way to become a continuous  
11 east-west roadway and realign Via Marina north of Admiralty Way to "T" intersect this  
12 roadway.

13 • Palawan Way/Admiralty Way Intersection. Provide a third through  
14 lane is to be provided in the westbound direction of Admiralty Way.

15 • Admiralty Way/Bali Way Intersection. Provide a second  
16 southbound left-turn lane on Admiralty Way.

17 • Admiralty Way/Mindanao Way Intersection. Provide a second  
18 southbound left-turn lane on Admiralty Way and an additional lane on the eastbound  
19 approach of Mindanao Way.

20 The interim and final striping configuration at the intersections will be  
21 determined by the Department of Public Works. Improvements and final striping  
22 configuration at the intersections will be determined by the Department of Public Works.

23 Improvements to the Regional Transportation system are listed under Category 3 in  
24 Figure 11 of the Marina del Rey Land Use Plan. In addition, the Department of Public  
25 Works may include other coastal access or public transportation improvements which  
26 mitigate significant adverse cumulative impacts of development on the regional  
transportation system.

~~1. The circulation system improvements contemplated in this LCP are divided into~~  
~~categories, dependent upon funding status, priority, and phasing; the improvement~~  
~~categories are detailed in the TIP. Improvement of Admiralty Way to include three lanes~~

1 in the northbound/westbound direction and two lanes in the opposing direction (to result  
2 in five lanes total) constitutes a major circulation system improvement identified in the  
3 TIP. Additionally, improvements to other Marina intersections and the implementation of  
4 Automated Traffic Surveillance and Control (ATSAC) or related advanced signal  
5 synchronization technology will occur. These improvements are expected to provide  
6 sufficient capacity within Marina del Rey to accommodate future development as  
envisioned by this Specific Plan.

7 The Transportation Improvement Program discusses the transportation system  
8 improvements in great detail; it also includes language requiring agreements with the  
9 county for funding and construction of roadway improvements prior to approval of new  
10 development.

11 2. Implementation Expansion of the summer shuttle toof a year-round  
12 shuttle bus system and water taxi service would enhance public access to the Marina  
13 area and reduce impacts of residential, commercial and hotel development on access  
14 facilities, including impacts on both marina facilities and nearby beaches attributable to  
15 the growing Marina/Playa Vista population. When there is sufficient ridership demand to  
16 sustain it, a year-round The Marina del Rey Traffic Study (1991) suggested that a  
17 shuttle system would be most efficient and cost-effective if implemented in conjunction  
18 with a light rail transit system. A year-round shuttle system is not required for traffic  
19 mitigation but can be established in conjunction with developments in and around the  
20 Marina. As a condition of recycling or development of new residential, hotel or  
21 commercial development accommodating more than 75 cars, shuttle stops shall be  
22 incorporated into project designs. As part of any lease extension, lessees shall agree to  
23 pay their fair and reasonable share of implementing the shuttle system at such time a  
24 system is established in adjoining county areas, as long as such share is reasonably  
25 related to the impacts of their proposed development upon the nearby beach parking  
26 and recreational traffic system. Additionally, potential exists for construction of water taxi  
stops and ferry terminal sites at various sites on the Marina waterfront. A water taxi  
now operates during the summer months and makes stops at seven different locations  
in the Marina.

1                   3. Los Angeles County spearheaded creation of a Venice/Marina/Playa  
2 Vista Transportation Committee to study and recommend additional circulation system  
3 improvements necessary to mitigate cumulative development in the subregion. The  
4 work of this committee is ongoing and may not see completion for a few years. The  
5 county reserves the right to require mitigation measures recommended by the  
6 committee as conditions of development. Potential cumulative improvements are also  
7 identified as Category 3 in the Transportation Improvement Program. No development  
8 shall be contingent on transportation improvements that must occur outside the county  
9 jurisdiction until such improvements have been adopted, cost estimates prepared and  
10 the routes chosen by the agencies which have jurisdiction over the route. Any required  
11 mitigation of cumulative impacts may constitute contribution of a fair percentage share  
12 of traffic increases toward the total cost of completing the mitigation measure(s), based  
13 on the applicant's share of traffic increases in the subregional system. The county's  
14 ability to require such mitigation as a condition of development is contingent upon  
15 demonstration of a nexus between the proposed development's impact and the  
16 mitigation measure required, and that the required mitigation compensates for the  
17 impact warranting such mitigation.

#### 18                   **22.46.1110 Review of new development.**

19                   All development in Marina del Rey shall require a coastal development permit,  
20 processed in accordance with Part 17 of Chapter 22.56 of this Title 22. At the public  
21 hearing conducted by the regional planning commission or hearing officer, any  
22 recommendations submitted by the design control board pursuant to subsection D shall  
23 be considered. Development shall be approved if a finding is made that the  
24 development conforms to the certified LCP, and for projects between the first public  
25 road and the sea, also conforms to the access and recreation policies of the California  
26 Coastal Act.

                  A. Development in Marina del Rey shall be assessed during the coastal  
development permit process to identify the development's impacts and needs  
associated with the public's right to recreational access to and along the waterfront,

1 including how on-site open space and project features facilitate public uses. The  
2 conditions imposed by the county upon such developments shall reasonably relate to  
3 the impacts and needs of the affected development and related development. The  
4 conditions shall be those which are necessary to alleviate all significant adverse direct  
5 and cumulative impacts including those needs identified in the development  
6 assessment process. Therefore, the provisions in the Specific Plan relating to  
7 compulsory dedication of shoreline access shall be implemented on a case-by-case  
8 basis, and appropriate findings supported by substantial evidence shall be adopted by  
9 the local agency to support such conditions. The conditions shall substantially advance  
10 a legitimate state interest, without denying a lessee or owner economically viable use of  
11 the land.

12 B. In Marina del Rey, all land is owned by the county of Los Angeles and all  
13 leaseholders hold leases subject to an obligation to provide for active public use, and  
14 maximum public enjoyment of the public recreational land. Private rights have been  
15 granted by contracts, which in some cases limit public use of the parcels. Existing public  
16 accessways are identified in Existing Shoreline Access Map (Map 2) of this Specific  
17 Plan (see Map 2 at the end of Part 3 of this chapter), and it is the policy of the county  
18 that all development preserve existing access to the Marina, to its bulkhead walkways  
19 and to its waters. Where development will increase the numbers of residents or guests  
20 on the parcel, this Specific Plan identifies additional bulkhead access and identifies that  
21 a public access corridor or other public accommodations in that location would benefit  
22 the public, said additional access, including vertical access, shall be guaranteed by the  
23 leaseholder of that parcel pursuant to subsection A of this ~~s~~Section.

24 C. Lease Extension. In the county-owned Marina del Rey, when lease extensions  
25 and/or changes in lease provisions are granted, the leases shall incorporate and be  
26 consistent with all requirements of this Specific Plan, including, but not limited to public  
access, view corridors, parking, impact fees, maintenance of view corridors and parks,  
protection of existing uses and design review.

D. Design Control Board. The design control board, appointed by the board of  
supervisors, shall review all new development proposals, including renovations, for

1 consistency with the Specifications and Minimum Standards of Architectural Treatment  
2 and Construction, as amended on October 17, 1989; the Statement of Aims and  
3 Policies, dated February 17, 1987; and the Revised Permanent Sign Controls and  
4 Regulations, dated September 1971, found in Appendix C of the certified LIP.

5 1. The design control board shall conduct a conceptual review of all new  
6 development proposals, including renovations, concurrently with the coastal  
7 development permit process. The conceptual review shall analyze the architectural  
8 design (i.e., building and façade design) and site planning of the proposed  
9 development. Any recommendations, including a written report and/or marked plans, to  
10 illustrate its conclusions relating to the project's architectural design (i.e., building and  
11 façade design) and site planning shall be submitted by the design control board to the  
12 regional planning commission or hearing officer within 120 days of the filing of a coastal  
13 development permit application.

14 2. Following the regional planning commission's or hearing officer's action  
15 on coastal development permits, the design control board will have final review of  
16 architectural design (i.e., building and façade design, materials, colors), landscaping,  
17 and signs based on the site plan approved by the regional planning commission or  
18 hearing officer.

#### 19 **22.46.1120 Access--Findings.**

20 In order to make the appropriate findings to impose vertical or lateral access  
21 requirements, the county shall:

22 A. Base all findings on factual evidence obtained at the public hearing, submitted  
23 by the applicant or interested parties, or discovered during the staff's investigation;

24 B. Evaluate the individual and cumulative impacts of the proposed development  
25 on public access and recreation opportunities;

26 C. Identify the access-related problems associated with the development;

D. Cite the specific Coastal Act provisions that are impacted by the development;

1 E. Explain how the proposed conditions would solve the access problem created  
2 by the development and are related in the nature and extent to the impacts of the  
3 development on the public's right to access the Marina.  
4

5 **22.46.1130 Access--Conditions.**

6 Where development is allowed by the Specific Plan, and access is required by the Site-  
7 Specific Development Guidelines for the parcel or is found to be necessary to provide  
8 access to and along the water, a condition requiring said access will be imposed with a  
9 coastal development permit if appropriate findings supporting the nature and extent of  
10 such access conditions have been made. Other open space or public access  
11 improvements required to ensure compliance with this Specific Plan shall also be made  
12 conditions of the project.

13 **22.46.1140 Methods of securing access.**

14 The condition requiring lateral or vertical access shall specify that such access  
15 be secured by either of the following:

16 A. The landowner shall execute and record a document, in a form and content  
17 acceptable to the Executive Director of the California Coastal Commission, irrevocably  
18 offering to dedicate to a public agency or private association approved by the Executive  
19 Director an easement for lateral public access and passive recreation along the  
20 shoreline or for vertical access to the shoreline. The document shall provide that the  
21 offer of dedication shall not be used or construed to allow anyone, prior to acceptance  
22 of the offer, to interfere with any rights of public access acquired through use which may  
23 exist on the property. Such document shall state the precise location and width of the  
24 easement. The document shall be recorded free of prior liens which the Executive  
25 Director determines may affect the interest being conveyed, and free of any other  
26 encumbrances which may affect said interest. The offer shall run with the land in favor  
of the people of the state of California, binding successors and assignees of the



landowner, and shall be irrevocable for a period of 21 years, such period running from the date of recording.

B. Lease Provisions. Lease provisions shall explicitly require provisions for access for the general public including promenades, view and open space areas, and access corridors consistent with the requirements of Chapter 3 of the Coastal Act and the certified LCP.

C. When no changed lease provision is required, an alternate method approved by the planning director, county counsel and the California Coastal Commission which would provide a similar guarantee of public access as afforded by the irrevocable offer described in subsection A of this ~~s~~Section. Such method may be a binding agreement with the underlying leaseholder or property owner and shall be effective for the life of the use for which the access is required. In no event shall any party withhold its approval to feasible alternate methods.

#### **22.46.1150 Shoreline accessways.**

The following provisions pertain to shoreline accessways which are dedicated or otherwise guaranteed in conformance with the requirements of this Specific Plan and for which a public agency or private association, approved by the Executive Director, has accepted the responsibility for construction, maintenance and liability of said accessways:

A. Vertical access easements shall be combined with the fire department required vertical access and shall be at least 28 feet in width and shall run from the shoreline to the nearest roadway available for public use. Lateral access easements shall extend as required for the individual parcel in this Specific Plan. No development shall reduce existing access, formal or informal.

B. Leaseholds developed with access easements shall provide, where feasible, for public recreation, public open space and improved public seating and viewing areas.

1 C. Access easements shall be posted with identification signs located at the  
2 junction of the vertical easement with the shoreline and the connecting roadway and  
3 along the inland extent of lateral easements.

#### 4 5 **22.46.1160 Access restrictions.**

6 A. Public access may be restricted in certain locations around the Marina, such  
7 as in front of the sSheriff's station, U. S. Coast Guard and near boat yards, launch  
8 hoists and dry stack storage, in the interest of pedestrian safety. Necessary restrictions  
9 and management may consist of, but are not limited to, the following:

10 -- Construction of fences, guard rails or other barriers to prevent the public from  
11 entering areas where hazardous activity is occurring;

12 -- Limiting public access to certain hours of the day or days of the week when  
13 hazardous activities are not in operation;

14 -- Posting of warning signs which notify the public of potential safety hazards;

15 -- Relocation of the public access to ensure pedestrian safety.

16 B. Any restrictions deemed necessary by the authority supervising a site  
17 determined to be hazardous shall be reviewed for incorporation into the conditions of a  
18 coastal development permit for new development in these areas.

19 C. Where access standards of a different width or location are necessary to avoid  
20 demolition of existing structures, to set access ways back from existing development, or  
21 to avoid hoists and staging areas, the applicant may provide access ways of a different  
22 width or location that are sensitive to the development if such access provides  
23 continuous connection to other bulkhead access ways, as well as maximum public  
24 benefit. In no event shall access provided be less than ten feet in width.

#### 25 **22.46.1170 Infrastructure.**

26 Beyond the circulation system, other major infrastructure systems serving the  
Specific Plan Area include sewer, water, storm drains and utilities.

1 A. Sewer. The county of Los Angeles maintains a contractual agreement with the  
2 city of Los Angeles to provide sewer services for the Marina area. The purchase of flow  
3 rights includes the use of the sewers and pumping system as well as treatment at the  
4 Hyperion Plant near Imperial Highway. Maintenance of the sanitary sewers within the  
5 Marina is the responsibility of the department of public works, waterworks and sewer  
6 maintenance division. There is currently sufficient sewage capacity to handle only a  
portion of the development permitted by this Specific Plan.

7 Appropriate phasing of new development may be necessary because of capacity  
8 limitations at the Hyperion Plant. Proof of adequate sewer and waste treatment capacity  
9 for new development will be required per the provisions of subsection ~~(A)(14)~~ A.14 of  
10 Section 22.46.1180.

11 B. Water. The Marina purchases its water from the Los Angeles County  
12 Waterworks District No. 29. Current water supplies may be adequate for existing and  
13 proposed developments in the existing Marina. As part of the application for  
14 development, the applicant shall provide evidence of compliance with all requirements  
15 of the department of public works, including payment of all required fees and  
16 participation in all districts required at the time the application is filed. The required  
17 improvements will be determined when applications for development or subdivision are  
18 submitted to the department of regional planning and reviewed by the department of  
19 public works and the fire department. The application for the coastal development  
20 permit shall include a method of funding and schedule of construction of any facilities  
required by the department of public works and/or the fire department to serve the  
proposed development.

21 Water service may alternatively be provided by connection to facilities operated  
22 and maintained by the city of Los Angeles, department of water and power. Proof of  
23 adequate water capacity for new development will be required in subsection ~~(A)(14)~~  
24 A.14 of Section 22.46.1180.

25 C. Storm Drains.

26 1. The existing Marina is served by storm drains which deposit flows into  
the Marina basin. The drains are expected to be adequate to accommodate future

development. To reduce the amount of pollutants entering the Marina from Ballona Creek, the department of public works will implement appropriate best management practices within the Ballona Creek watershed, as required by the county NPDES municipal stormwater permit.

2. Unless otherwise required by the Regional Water Quality Control Board and the County Flood Control District, the storm drain emptying into Basin H will be capped and diverted into Ballona Creek or another area of the Marina.

D. Solid Waste. Lessees in the existing Marina contract with five private companies for solid waste disposal. These companies use existing commercial landfills as available.

#### E. Utilities.

1. Electricity in the Marina area is provided by Southern California Edison. The present substation, located on Fiji Way, can accommodate moderate additional load. If development generates demand beyond capacity, a new substation will be required.

2. Natural gas for the Marina is supplied by the Gas Company. Supplies for existing and future development are expected to be adequate.

3. General Telephone and Electronics provides telephone service to the Marina. Central office lines are currently in place to serve the area, and they have sufficient capacity to serve future needs.

F. Fire Safety Services. A new fire station and support facilities may be required in conjunction with development anticipated in this LCP. The size and location of new fire facilities shall be determined after fire department study and evaluation for optimal response and service. As part of the application for development, the applicant shall provide evidence of compliance with all design requirements of the fire department and evidence of participation in any special district established for fire protection.

#### **22.46.1180 Filing requirements.**

1 A. An application for new development shall contain the following information. In  
2 the case of an application for a coastal development permit, the information shall be in  
3 addition to the material required in Section 22.56.2310 relating to coastal development  
4 permits.

5 1. Protection and Enhancement of Shoreline Access and Views. New  
6 development located between the first public roadway and both the existing and  
7 proposed bulkheads shall protect existing public access and views to the Marina. New  
8 development shall provide accessways, promenades, view parks and view corridors  
9 consistent with Chapter 3 of the Coastal Act and all requirements of the certified LCP.  
10 Minimum requirements for the protection and enhancement of shoreline access and  
11 views are found in the Site-Specific Development Guidelines in this Specific Plan.  
12 Development applications shall include information, including changes in the provisions  
13 of the lease, if the underlying project requires any changes in lease provisions,  
14 adequate to demonstrate compliance with these access/view requirements.

15 2. A report prepared by a biologist ~~trained in the study of marine~~  
16 ~~resources, according to the criteria of the LCP Land Use Plan,~~ and approved by the  
17 department of regional planning, must be submitted. The report shall discuss the  
18 proposed development's impact on the biological productivity of the terrestrial and  
19 marine resources within and adjacent to Marina del Rey, and if Sensitive Biological  
20 Resources are affected, the report shall recite the precautionary measures to be taken  
21 for protection of resources, both during construction and in the long term. Mitigation  
22 measures must be proposed for any negative impacts. The following items must be  
23 considered when assessing impact:

24 -- Effects of any additional pollutants due to increased runoff caused by  
25 new development;

26 -- Potential changes in water temperature and biological productivity  
caused by outfalls, runoff or decrease in light entering the water due to shadowing (new  
buildings);

-- Effects of any new structures placed in the water.

-- Effects on Sensitive Biological Resources, if any.

1                   -- Construction effects

2                   3. All new development shall fully mitigate significant adverse wind  
3 impacts on marina boating. Accordingly, a detailed wind study must be submitted with  
4 all applications for development for structures over 45 feet in height. The report must  
5 discuss the effects of the proposed construction and/or building placement on wind  
6 patterns within the Marina, loss of surface winds used by birds and sailboats and  
7 general air circulation. The wind study must include the following components:

8                   -- Analysis of available historical wind speed and direction data to  
9 establish a wind speed/direction relationship for the site;

10                  -- Performance and analysis of wind tunnel testing for the project using a  
11 model of proposed building(s) and surrounding structures. Wind tunnel testing shall be  
12 done for winds blowing from all predominant wind directions as established in analysis  
13 of historical data;

14                  -- Cumulative wind analysis, including evaluation of wind impacts  
15 attributable to existing structures and potential future development projects, including  
16 detailed data on the cumulative impacts of existing, proposed and expected  
17 development on winds in marina basin closest to the proposed development;

18                  -- Summary of findings identifying the project's wind impacts, if any;

19                  -- Summary of mitigation measures available to mitigate the project's  
20 adverse impacts on wind, including alternative massing, height and site design.

21                  4. Avoidance and Mitigation of Geologic/Geotechnical Hazards. Applicants  
22 and their engineers are responsible for determining and following all current  
23 requirements and recommendations of the Los Angeles County department of public  
24 works, the California Division of Mines and Geology and the California Seismic Safety  
25 Board. New development shall utilize earthquake-resistant construction and engineering  
26 practices. All new development over three stories in height shall be designed to  
withstand a seismic event with a ground acceleration of no less than 0.5g. Accordingly,  
all development applications shall include a detailed geotechnical report completed by a  
certified engineering geologist and a registered civil engineer experienced in the field of

1 soil mechanics, and approved by the department of public works. A copy of the report,  
2 and its approval, shall be submitted. The report must include, but not be limited to:

3 -- A comprehensive geologic/soils analysis showing underlying geology,  
4 soil type and structure;

5 -- Delineation and evaluation of areas prone to fault rupture, secondary  
6 effects of seismic shaking, such as lateral spreading, settlement, liquefaction, etc. and  
7 excessive ground motion, due to seismic wave amplification;

8 -- Delineation of low-lying areas which may be inundated by tsunamis,  
9 floods or unusually high tides, sea level rise or damaged by excessive wave action;

10 -- Recommendations for development in geologically stable areas, and  
11 restriction of development in unstable or unmitigated areas.

12 Note: Additional requirements may be imposed in areas determined to be  
13 under the jurisdiction of the State of California Seismic Safety Board or the Division of  
14 Mines and Geology.

15 5. Protection of Cultural Heritage Resources. Cultural resources located  
16 shall be identified and protected. All applications that include disturbance of native soils  
17 or vegetation, including but not limited to excavation, pile driving and grading shall  
18 include:

19 a. Report by a qualified archaeologist. The archaeology report shall  
20 comply with the guidelines of the State Office of Historical Preservation. Mitigation  
21 measures suggested in the report, and approved by the department of regional  
22 planning, shall be undertaken. For the purpose of this report, a "qualified archaeologist"  
23 is a person who has been certified by the Society of Professional Archaeologists and  
24 who has a minimum of three years experience investigating and interpreting sites in  
25 Southern California. A copy of the report, signed by said qualified archaeologist, shall  
26 be submitted with the application. In accordance with the findings set forth in the  
archaeology report submitted with the development application, cultural resources shall  
be collected and maintained at the Los Angeles County Natural History Museum or  
other site acceptable to the State Historic Preservation Officer. The department of

1 regional planning shall be notified if any resource is discovered during any phase of  
2 development.

3 b. Notification of the Office of State Historic Preservation and the  
4 Native American Heritage Commission of the location of any proposed disturbance of  
5 native soils or vegetation. The notification shall include the proposed extent of the  
6 grading and dates on which the work is expected to take place.

7 c. Acknowledgement of receipt of Section 7050.5 of the State  
8 Health and Safety Code, Section 5097.94 of the State Public Resources Code and  
9 Sections 5097.98 and 5097.99 of the State Public Resources Code. The applicant shall  
10 place a note on the project plans summarizing the procedures that apply in the event of  
11 discovery of Native American remains or grave goods.

12 The eCounty shall approve archaeological recovery programs as  
13 permit amendments. The standard of review is the archaeological recovery program's  
14 consistency with this Specific Plan and with other provisions of state law.

15 6. Avoidance and Mitigation of Flood Control Hazards and Control of  
16 Surface Runoff. Flood hazard and runoff management standards shall apply to all new  
17 development. To protect marine resources within the existing Marina, to manage runoff  
18 associated with proposed development, all development proposals shall assure that:

- 19 -- The flood hazard due to new development is mitigated;
- 20 -- Upstream and downstream property owners are not adversely affected;
- 21 -- The drainage proposal complies with all county, state and federal  
22 statutes and ordinances;
- 23 -- The drainage of roofs and parking lots conform to the best management  
24 practices contained in the County's nonpoint source NPDES permit, and the Santa  
25 Monica Bay Plan's requirements regarding new or marina development;
- 26 -- Containment, safe storage and management of all paints, solvents and  
other toxic and potentially polluting substances used during construction, repair or  
maintenance of buildings or of boats and floats;



1 -- Accessible pump out facilities, waste disposal, and rest rooms for all  
2 parks and anchorages.

3 The department of public works shall be consulted for full flood-control  
4 requirements.

5 7. Protection of the Gas Company Facilities. Land use decisions and  
6 permitted new development shall not interfere with the Gas Company's ability to  
7 continue operation of its storage facilities. Prior to any new development over a used or  
8 abandoned gas well the developer must submit proof of certification from the California  
9 Division of Oil and Gas showing that wells were abandoned according to current  
standards.

10 8. Applicants for any proposed office and commercial development shall  
11 consult with the county department of beaches and harbors to determine if multiuse  
12 parking facilities are appropriate. The applicant shall provide the department with the  
13 number of proposed spaces, the number available during weekends and holidays, and  
14 methods for control of the parking that would enhance public access to bulkheads,  
15 walkways and commercial attractions. The results of the consultation shall be submitted  
with the application.

16 ~~9. Conformance with Phasing Plan. All new development must conform to~~  
17 ~~the phasing requirements set forth in the certified local coastal program. Minimum~~  
18 ~~phasing requirements are found in Section 22.46.1090 of this Specific Plan. The~~  
19 ~~developer must submit a report discussing how the development complies with the~~  
20 ~~phasing schedule of the certified Local Coastal Program. Such report shall provide~~  
21 ~~information on the number of peak-hour vehicle trips generated, hotel rooms, dwelling~~  
22 ~~units, parks and open space, etc. Where boat storage and marine commercial uses~~  
23 ~~(launches, hoists, etc.) are not feasibly expressed in terms of square footage, the~~  
24 ~~developer of such uses will be required to submit information which will indicate the~~  
25 ~~amount of additional peak-hour vehicle trips likely to be generated by the project.~~  
26 ~~Phasing includes development buildout, mitigation measures, including internal traffic~~  
~~and recreation and circulation system improvements and all other infrastructural~~  
~~improvements.~~

1           409. Direct Traffic Mitigation Estimate. All developments shall pay fair-  
2 share fees to mitigate their ~~all direct impacts at on the internal circulation~~  
3 ~~system intersections within the Marina and for other internal and regional circulation~~  
4 ~~improvements, before occupancy of the development~~. No development may commence  
5 without payment of a fair and proportionate share of the costs of- the Revised Set of  
6 traffic-Intersection Improvement Projects ~~improvements listed in the traffic improvement~~  
7 ~~program, and improvements to the regional transportation system~~. As part of the  
8 application, all applicants shall provide evidence that it will be feasible to complete all  
9 traffic improvements to mitigate the traffic impacts of the development before occupancy  
10 of the permitted development. The applicant shall also demonstrate that funding of the  
11 necessary traffic improvement has been guaranteed.

12           140. Mitigation of Cumulative Impacts on the Subregional Traffic System--  
13 Traffic Analysis and Mitigation Requirements. An applicant for development shall  
14 provide the following information regarding the project's anticipated traffic impacts on  
15 major highways leading into and around the Marina del Rey Specific Plan area:

16           a. Exemptions Based on Initial Trip Evaluation. The applicant shall  
17 submit an accurate and detailed project description with an initial estimate of the  
18 number of the daily trips that will be generated by the project to the Department of  
19 Public Works. Subject to the approval of the Department of Public Works, T~~the applicant~~  
20 ~~may, in lieu of preparing a traffic report, provide evidence of participation in a~~  
21 ~~subregional impact mitigation program, such as the city of Los Angeles coastal corridor~~  
22 ~~transportation fund, on a fair and equitable basis, taking into account the applicant's pay~~  
23 ~~their fair-share contribution of trip fees for the Set of Intersection Improvement Projects~~  
24 ~~within the Marina and for improvements to the regional transportation system. to the~~  
25 ~~internal Marina street improvements. Notwithstanding such contribution, a traffic report~~  
26 ~~shall be required of projects that generate over 500 trips per day unless other possible~~  
~~adverse impacts are identified that, in the opinion of the department of public works,~~  
~~require a report. Also, if a project generates 50 or more peak-hour trips on a congestion~~  
~~management plan (CMP) intersection, or 150 peak-hour trips on a CMP route, a~~  
~~separate analysis shall be prepared which addresses these impacts.~~

1                   b. Traffic Impact Analysis ReportStudy. A detailed traffic impact  
2 analysis reportstudy shall be submitted, based on the Department of Public Works'  
3 current Traffic Impact Analysis Report Guidelines, shall be submitted to the Department  
4 of Public Works at the time of the application for the coastal development permit which  
5 addresses the project's traffic impacts on various highway intersections that could  
6 experience significant impact as described in subsection (A)(11)(e) A.11.e of this  
7 sSection. The study shall document: (1) the number of daily, ~~weekend and a.m. and~~  
8 p.m. peak-hour trips which would be generated by the project, ~~(2) the number and~~  
9 ~~percentage of those trips originating and terminating outside the Marina del Rey~~  
10 ~~Specific Plan area,~~ (23) the distribution of the trips upon ~~departing the study area~~at the  
11 road system, ~~(3, (4) how much a specific mitigation measure~~ transportation  
12 improvements would mitigate the impact of the project, ~~reduce daily and peak-hour~~  
13 ~~trips,~~ and ~~(45) such additional information as the Department of Public Works may~~  
14 require to properly evaluate the project's proportionate traffic impacts on the study  
15 intersections. The study shall compare levels of service for existing, ambient growth and  
16 with and without construction of the project, and cumulative traffic impacts with other  
17 known developments.

16                   c. Highway Intersections Required to be Studied. The study area  
17 shall include arterial highways, freeways and intersections generally within one-mile  
18 radius of the project site. These shall include, at a minimum, the Washington  
19 Boulevard~~Street~~/Lincoln Boulevard intersections, and the Route 90/Lincoln Boulevard  
20 intersections.

20                   d. Consultation. The applicant shall consult with the Department of  
21 Public Works on the preparation of the traffic study. The Department of Public Works  
22 will coordinate with the City of Los Angeles dDepartment of tTransportation (LADOT),  
23 and the California Department of Transportation (Caltrans), for their input and  
24 requirements regarding locations in their jurisdiction. The Department of Public Works  
25 shall determine the types of mitigation measures and traffic improvements most  
26 appropriate to the project.

1 e. Threshold. A determination of a significant impact shall be based  
2 on the Department of Public Works' current Traffic Impact Analysis Guidelines, which  
3 are as follows: At LOS C, a development project causing a V/C increase of 0.04 or more  
4 results in a significant impact. At LOS D, a V/C increase of 0.02 or more results in a  
5 significant impact. Cumulative subregional traffic system mitigation measures are  
6 required if (1) an intersection is projected to operate at a mid-range level of service D  
7 (or volume to capacity (V/C) ratio of 0.85) as a result of the project's impacts, or (2)  
8 intersections within the project's area of influence are already operating at a level of  
9 service above 0.85, and the project will result in a projected increase of 0.01 above  
10 anticipated ambient conditions.

11 f. Recommendations on Mitigation Requirements. All lessees within  
12 the existing Marina, which propose new development pursuant to the LCP, shall pay  
13 their fair-share developer fees based on the number of trips they generate to pay for the  
14 Revised Set of Intersection Improvement Projects. In addition, lessees shall pay fair  
15 share developer fees, based on the number of trips they generate, to pay for  
16 transportation improvements to the regional transportation system. These mitigation  
17 measures are needed to address traffic demands by future development inside and  
18 outside the Marina. The Revised Set of Intersection Improvement Projects within the  
19 Marina and future improvements to the regional transportation system shall be  
20 implemented on a schedule determined by the Director of Public Works in coordination  
21 with other jurisdictions, as needed. The Los Angeles County Metropolitan  
22 Transportation Authority (Metro), as part of their new Congestion Management Plan  
23 (CMP), is expected to develop county-wide developer trip fees by 2012. The trip fees  
24 will be used to pay for and help mitigate the impact of developments on the regional  
25 transportation system. It is expected that the Marina regional transportation trip fees will  
26 become the CMP trip fees. The trip fees for the Revised Set of Intersection  
Improvements Projects will remain separate fees.

If the department of public works determines that mitigation is  
required, the department, with input from the city of Los Angeles department of  
transportation and Caltrans, shall determine the type of mitigation measures most

1 appropriate to the specific project. The department shall specifically determine how  
2 much an appropriate or projected mitigation measure would reduce the impacts of the  
3 project's daily and peak-hour trips on the subregional transportation system, and shall  
4 submit a recommendation on a preferred mitigation measure or mitigation requirement.  
5 If a "fair share amount mitigation" is determined to be the appropriate mitigation  
6 measure, the department of public works shall determine the applicant's proportionate  
7 fair share of the project to which the mitigation will apply, and by consultation with the  
8 city of Los Angeles department of transportation, determine the construction schedule of  
9 the suggested improvement, and shall submit a recommendation on a preferred  
10 mitigation requirement. The types of mitigation measures available to satisfy these  
11 requirements are listed in subsection (A)(11)(g) A.11.g. of this sSection.

11 g. Traffic mitigation measures:

12 -- The Revised Set of Intersection Improvement Projects;

13 -- Improvements to the Regional Transportation system;

14 -- Category 3 improvements listed in the transportation  
15 improvement program, found in Appendix G to this Specific Plan;

16 -- Reduction of traffic trips as may be accomplished through  
17 participation in Transportation System Management (TSM) Transportation Demand  
18 Management (TDM) programs, cited in Appendix G to this Specific Plan;

19 -- Reduction of traffic trips as may be accomplished through  
20 reduction in project size;

21 -- Payment of an in lieu fee or "fair share" amount of a mitigation  
22 project where a fair share amount of the mitigation requirement has been determined,  
23 the project has been scheduled for construction and the cost and benefits of the project  
24 have been determined;

25 -- Other mitigation measure(s) mutually acceptable to the  
26 Department of Public Works, the city department of transportation LADOT and Caltrans.

h. Timely Submittal of Required Studies and Evaluations. The  
studies, analyses and evaluations required by this subsection 11 shall be completed

1 before filing a coastal development permit application with the department of regional  
2 planning. If the applicant requests that the traffic study be evaluated during the  
3 environmental review process, the applicant's coastal development permit shall not be  
4 filed or accepted until such time as the traffic study has been completed to the  
5 satisfaction of the Department of Public Works.

6 112. Site Plans. All applications for development in the existing Marina  
7 shall include accurate, scaled site plans and elevations, showing gross square footage  
8 of existing and proposed development, parking, and parking requirements, as well as  
9 access and view corridors required by this certified LCP.

10 a. The design control board shall receive site plans for its review  
11 pursuant to the provisions of Section 22.46.1110.

12 b. Any applicant who is requesting a height incentive under the  
13 provisions of subsection ~~(E)(5)~~ E.5 of Section 22.46.1060, or whose proposed  
14 development includes demolition of existing structures or whose development is located  
15 on an existing parking lot or other open area shall provide clear and accurate site plans  
16 and elevations that identify the view corridor, show accurately all adjacent development,  
17 and show the width and location of the view corridor and the length of the bulkhead  
18 frontage of the parcel.

19 132. Documentation shall be submitted which shows that the proposed  
20 new development will not detract from or interfere with the use of existing or planned  
21 boating facilities or support facilities. Information shall include, but not be limited to:

- 22 -- Number of boat slips lost or gained due to development (if any);
- 23 -- The impact of the development in terms of competition for boating  
24 facility space, parking, etc.;
- 25 -- Number of dry boat storage slots displaced or provided;
- 26 -- Design and methods to preserve the availability of boating services such  
as loading and parking areas serving the slips, preservation of convenient distance from  
loading areas to gangway, slip rest room access, routes to docks, and boat security;

1 -- Effects on boat rentals, fishing docks, beach or other lower-cost water-  
2 dependent facilities;

3 -- Provision of adequate land area and/or parking spaces to provide  
4 parking for future slips allocated to the leasehold in this Specific Plan.

5 134. Documentation shall be submitted which shows that sufficient water  
6 system, sewer system and waste treatment capacity exists or will exist prior to  
7 occupancy of any new development.

8 145. Fire Safety Plan.

9 a. Applicants for new structures shall submit documentation in the  
10 form of a fire safety plan which verifies that the proposed project satisfies fire  
11 department safety standards including, but not limited to, fire flow, sprinklers,  
12 emergency access and evacuation plans;

13 b. Applicants for new multistory buildings shall include in the fire  
14 safety plan how they are complying with the requirements of subsection F of Section  
15 22.46.1060 and, for multistory buildings on mole roads, applicants shall designate in  
16 their plan a safe refuge area for their occupants on an adjacent boat dock area;

17 c. Applicants who choose to provide 10-foot by 10-foot square  
18 viewing nodes in place of an eight-foot-wide landscaped strip adjacent to the water way,  
19 shall provide evidence that they have provided nodes no less than 150 feet apart and  
20 that these nodes will not obstruct fire access.

21 165. Evidence of the protection of existing recreational uses, and of the  
22 incorporation of lower cost overnight uses into any hotel project.

23 a. Applicants for office, general commercial, or residential use shall  
24 provide evidence that existing boat storage, public access, public parking and boating  
25 support uses, including boat owner parking and parking required for any Marina  
26 expansion allowed in this LCP, in residentially and commercially designated areas have  
been preserved consistent with all provisions of the certified LCP. As part of any  
application to relocate these uses consistent with the certified LCP, the applicant shall  
provide a plan to relocate any such uses on the same parcel or to another parcel within

1 the Marina, such that the intended use can continue to be carried out, the size and  
2 capacity of the accommodation remains the same, and necessary access to the water  
3 and boat slips is provided. The uses shall be replaced before commencement of the  
4 development project.

5 b. Applicants for a hotel use shall designate no less than 25 percent  
6 of the land area of the site proposed for new hotel development for a lower cost  
7 overnight facility and provide plans and agree to construct the facility as part of the  
8 project. Such area may be reduced if a facility containing one-tenth of the number of  
9 beds as the hotel contains rooms can feasibly be provided is proposed on site. Such a  
10 facility may include a youth hostel, lower cost conference facility with overnight  
accommodations, or campground.

11 i. Applicants for hotel or other overnight accommodations  
12 shall indicate on their site plan the land to be reserved for a lower cost overnight  
13 accommodation.

14 ii. In lieu fee option--supporting material required. If the  
15 applicant believes that development of a lower cost facility on site is not feasible, and  
16 petitions in writing to pay a fee in lieu of providing an on-site provision for lower cost  
17 accommodation, the applicant shall provide evidence of the infeasibility of on-site  
18 provision of a lower cost facility and information regarding the applicant's calculation of  
19 the fair and reasonable share or the cost of acquisition and construction of a lower cost  
overnight facility.

20 iii. Because of the fluctuating land market and cost of  
21 materials, the applicant's demonstration shall include evidence concerning the current  
22 cost of off-site provision of lower cost accommodations, and the manner in which the  
23 provisions of these off-site accommodations comply with the obligation to provide lower  
24 cost accommodations on-site in terms of affording access to the Marina and nearby  
25 beaches. The calculation shall include the prorated cost of necessary support, including  
parking, lobbies, sanitary facilities and food service areas.

26 iv. The applicant shall contribute the one-tenth of the cost of  
one bed and appurtenant improvements in a lower cost accommodation for each market



1 rate room provided. The amount of the fee shall be adjusted annually to reflect the  
2 consumer price index and current construction costs.

3 v. Exemption. If the applicant demonstrates that a proposed  
4 hotel project of the same or lesser size on the same parcel paid said fee, or its  
5 equivalent, within 20 years of the date of application, the applicant shall be exempt from  
6 this obligation.

7 167. Materials relating to review by the design control board. The  
8 applicant must provide documentation that a complete application for the proposed  
9 development, consisting of schematic plans, drawings, fees, etc., as required by the  
10 Specifications and Minimum Standards of Architectural Treatment and Construction,  
11 has been submitted to the department of beaches and harbors for expeditious delivery  
12 to, and conceptual review by, the design control board.

13 B. Any applicant who demonstrates that the impacts of his or her project on  
14 winds, archaeological resources, marine resources, public works, or geologic safety is  
15 not significant may not be required to submit the material required in subsections ~~(A)(2)~~,  
16 A.2, ~~(A)(3)A.3~~, ~~(A)(4)A.4~~ or ~~(A)(5)A.5~~ of this sSection, as part of the application. The  
17 applicant must demonstrate how the proposed development is insignificant with regard  
18 to subsections ~~(A)(2)A.2~~, ~~(A)(3)A.3~~, ~~(A)(4)A.4~~ or ~~(A)(5)A.5~~ of this sSection and/or how  
19 the nature of the development is unrelated to the requirement imposed, or how the  
20 requirement has been previously addressed in a system-wide or area-wide  
21 development plan review such as a subdivision. As part of such request, the applicant  
22 shall agree to provide supplemental information in a timely manner if additional  
23 information is necessary to review the impacts of the proposed development on coastal  
24 access and/or resources.

## 25 **22.46.1190 Conditions of approval.**

26 A. The following conditions shall be imposed, where applicable, for development  
in Marina del Rey.

1           1. In accordance with the geologic information submitted with the  
2 application for development, development shall occur in geologically safe areas. Any  
3 structure affecting personal safety (e.g., gas lines) shall not transect geologically  
4 unstable areas.

5           2. In accordance with the archaeology report submitted with the  
6 application for development, resources found in the area planned for development shall  
7 be collected and maintained at the nature center planned at the wetland preserve (Area  
8 D), or at the Los Angeles County Natural History Museum or as otherwise required by  
9 State law.

10           a. The applicant shall notify the Office of State Historic Preservation  
11 and the Native American Heritage Commission of the location of the grading proposed,  
12 the proposed extent of the grading and the dates on which the work is expected to take  
13 place.

14           b. The applicant shall notify the State Historic Preservation Office,  
15 and the Department of Regional Planning if any resource is discovered during any  
16 phase of development, and the applicant shall submit a recovery program as an  
17 amendment to the permit.

18           c. In the event of discovery of Native American remains or of grave  
19 goods, Section 7050.5 of the State Health and Safety Code, Section 5097.94 of the  
20 State Public Resources Code and Sections 5097.98 and 5097.99 of the State Public  
21 Resources Code apply.

22           3. To fully mitigate traffic impacts, new developments ~~may~~are ~~be~~ required  
23 to establish a functional ~~transportation systems management (TSM)~~ Transportation  
24 Demand Management (TDM) program, or to participate in an existing ~~TSM~~/TDM  
25 program. Consolidation of numerous ~~TSM~~/TDM programs is highly desirable. Viable  
26 ~~TSM~~/TDM possibilities include, but shall not be limited to:

- Carpools;
- Ridesharing;
- Vanpools;

- Modified work schedules/flex time;
- Increase use of bicycles for transportation;
- Bicycle racks, lockers at places of employment;
- Preferential parking for TSM/TDM participants;
- Incentives for TSM/TDM participants;
- Disincentives.

The TSM/TDM program should follow the guidelines in the Transportation Improvement Program contained in Appendix G. If required, a An annual report on the effectiveness of the TSM/TDM program shall be submitted to the Department of Regional Planning.

~~4. All development must conform to the phasing schedules in the certified LCP. The phasing schedules include requirements for the existing Marina, circulation and public recreation improvements and infrastructure. No development shall occur if traffic capacity within the system will not be adequate to serve the development.~~

54. Mitigation of All Direct Traffic Impacts. All development in existing Marina del Rey shall participate in, and contribute his or her fair share to, funding of the mitigation measures described in the Transportation Improvement Program (TIP). All lessees within the existing Marina, which propose new development pursuant to the LCP, shall pay their fair-share developer fees based on the number of trips they generate to pay for the Revised Set of Intersection Improvement Projects. In addition, lessees shall pay fair share developer fees based on the number of trips they generate to pay for transportation improvements to the regional transportation system. These mitigation measures are needed to address traffic demands by future development inside and outside the Marina. The Revised Set of Intersection Improvement Projects and future improvements to the regional transportation system shall be implemented on a schedule determined by the Director of Public Works in coordination with other jurisdictions, as needed. The Los Angeles County Metropolitan Transportation Authority (Metro), as part of their new Congestion Management Plan (CMP), is expected to develop county wide developer trip fees by 2012. The trip fees will be used to pay for

1 and help mitigate the impact of developments on the regional transportation system. It  
2 is expected that the Marina regional transportation trip fees will become the CMP trip  
3 fees. The trip fees for the Revised Set of Intersection Improvement Projects will remain  
4 separate fees. The Department of Public Works will establish and administer developer  
5 fees.

6 The fees shall be calculated for every development project based on the  
7 ~~trip assessment fee set in the TIP and the number of additional p.m. peak-hour trips~~  
8 ~~generated by the project. Additional trips are defined as the p.m. peak-hour trips~~  
9 ~~attributable to buildout of the new development allocated in the Specific Plan. All~~  
10 ~~developments shall pay fees prior to occupancy of the developments to mitigate all~~  
11 ~~direct impacts within the Marina on the internal circulation system and pay fees for~~  
12 ~~improvements to the regional transportation system before occupancy of the~~  
13 ~~development. No development may commence without payment of a fair and~~  
14 ~~proportionate share of the costs of traffic improvements listed in the traffic improvement~~  
15 ~~program. Prior to issuance of a coastal development permit, the applicant shall pay all~~  
16 ~~trip fees demonstrate that adequate funding is available so that all traffic improvements~~  
17 ~~necessary to mitigate the impacts of the development on internal circulation will be~~  
18 ~~completed before occupancy of the structure. Development shall not begin until the~~  
19 ~~payment of developer fees adequate funding of the necessary internal circulation traffic~~  
20 ~~improvement has been guaranteed.~~

21 56. All proposed mitigation measures including, but not limited to,  
22 providing public access, establishing view or wind corridors, preserving of sunlight on  
23 the beaches, parks and boat slip areas, and participating in the funding of park  
24 improvements or of traffic mitigation measures shall be made conditions of approval.  
25 The applicant shall modify the design of the development to the extent necessary to  
26 comply with such conditions.

76. All development shall participate in and contribute its fair share to,  
funding of the mitigation measures described in the Coastal Improvement Fund as  
specified in Section 22.46.1950 of this Specific Plan. The fees shall be calculated based

1 on the improvement fund fee, and the number of additional residential units approved  
2 for the project.

3           87. Lower cost visitor-serving facilities shall be protected and, to the extent  
4 feasible, new lower cost visitor-serving uses shall be encouraged and provided within  
5 the existing marina.

6           a. At a minimum, every new hotel development shall reserve and  
7 develop no less than 25 percent of the site as a lower cost overnight accommodation. A  
8 lower cost overnight accommodation includes a dormitory type accommodation such as  
9 a lower cost conference facility, or youth hostel, a campground, or other use that by its  
10 design and nature can be operated at low or moderate cost and that is accessible for  
11 individuals of less than the median income.

12           b. If the applicant demonstrates that development of a lower cost  
13 accommodation on-site is not feasible, the applicant may instead contribute the cost of  
14 acquisition and construction of a lower cost overnight facility, including the prorated  
15 share of necessary support facilities including lounges, sanitary facilities and dining  
16 halls. The applicant shall contribute the one-tenth of the cost of one bed and the  
17 prorated share of appurtenant improvements of a lower cost accommodation for each  
18 market-rate room provided on the hotel site. The amount of the fee shall be adjusted  
19 annually to reflect the consumer price index and current construction costs.

20           i. Because of the fluctuating market and cost of materials,  
21 the applicant's demonstration shall include evidence of the infeasibility of on-site  
22 provision of a lower cost facility, the current cost of off-site provision of lower cost  
23 accommodations alternatives, the manner in which the provision of these off-site  
24 accommodations complies with the obligation to provide lower cost accommodations  
25 on-site in terms of affording access to the marina and nearby beaches.

26           ii. The amount of the fee shall be adjusted annually to reflect  
the consumer price index and current construction costs. If the applicant demonstrates  
that a hotel project proposed on the parcel paid said fee, or its equivalent, within 20  
years of the date of application, the applicant shall be exempt from this obligation.

1                   iii. Said fee shall be placed in separate restricted interest-  
2 bearing trust account by the county that is identified only for use in developing lower  
3 cost overnight accommodations open to the public in Marina del Rey. Possible sites  
4 include parcels OT and 94. All monies shall be expended within five years of collection  
5 to build, subsidize or otherwise facilitate construction of a lower cost overnight facility  
6 such as youth hostels, low-cost motel, campground, or affordable conference center  
7 with overnight accommodations in the marina, or within two miles of its boundaries. If at  
8 the end of five years the fees have not been expended, an LCP amendment shall be  
9 processed to determine options of using the funds for lower cost overnight  
10 accommodations.

11                   89. New roads and infrastructure shall be designed and constructed in an  
12 environmentally sensitive manner, and shall follow the design and recreation policies of  
13 the certified LCP.

14                   409. The requirements for storm drain design and construction stated in  
15 this Specific Plan shall be followed.

16                   140. Developers shall pay their fair share for aAny additional mitigation  
17 measure necessary for the complete mitigation of significant adverse traffic impacts or  
18 of other significant adverse impacts caused by the development, including cumulative  
19 impacts. Said mitigation may include funding for subregional traffic improvements to be  
20 carried out in concert with other agencies.

21                   112. Based upon information provided in the fire safety plan, the fire  
22 department may review all applications for multistory buildings and, at its discretion,  
23 may recommend an alternative height for the proposed multistory buildings based upon  
24 their review and supported by factual findings. Such recommendations shall be  
25 considered in determining conditions of approval for the project.

26                   132. The applicant will be required to preserve coastal-dependent boating  
or boating support uses on-site. If the essential functions of the Marina will not be  
harmd by temporarily closing the use, the project may, instead of preserving the  
facility, replace the facility with a similar facility of the same size and capacity within the  
Marina. If approved, such replacement shall occur before development of the use which

displaces it may commence. Boating support uses include, but are not limited to: boat launch ramps, boat hoists, mast-up boat storage, gasoline docks and pump-out stations, small boat rentals, boating schools, personal watercraft launch areas and, in anchorages, passenger and equipment loading zones, dinghy docks, and navigational information centers.

134. Residential and mixed use projects shall not reduce the amount of land area devoted to coastal-dependent boating uses in the development zone. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be located within the development zone at a location that affords equal operational efficiency for the use. Construction of the replacement use shall be phased so that said use is replaced before development of the use which displaces it.

145. All development shall contribute its fair and proportionate share of necessary mitigation of the development's impacts on the subregional transportation program as determined in subsection (A)(109)A,9 of Section 22.46.1180.

~~a. Threshold. Mitigation measures are required if (1) an intersection is projected to operate at a mid-range level of service D (or volume to capacity (V/C) ratio of 0.85) as a result of the project's impacts, or (2) intersections within the project's area of influence are already operating at a level of service above 0.85, and the project will result in a projected increase of 0.01 above anticipated ambient~~  
conditions. Thresholds. A determination of a significant impact shall be based on the Department of Public Works' Traffic Impact Analysis Report Guidelines as follows: At LOS C, a development project causing a V/C increase of 0.04 or more results in a significant impact. At LOS D, a V/C increase of 0.02 or more results in a significant impact, and at LOS E/F, a V/C increase of 0.01 or more results in a significant impact.

b. Recommendations on Mitigation Requirements. If the Department of Public Works determines that mitigation is required, the department, ~~with input from the city department of transportation and Caltrans,~~ shall determine the type of mitigation measures most appropriate to the specific project. For mitigation measures outside the Marina, the Department of Public Works will coordinate with the other

1 jurisdictions. The department shall specifically determine how much an appropriate or  
2 projected mitigation measure would reduce the impacts of the project's ~~daily and peak-~~  
3 hour trips on the subregional transportation system, and shall submit a recommendation  
4 on a preferred mitigation measure or mitigation requirement. If a "fair share amount  
5 contribution-mitigation" is determined to be ~~the appropriate mitigation measure~~, the  
6 department shall determine the applicant's proportionate fair share of the project to  
7 which the mitigation will apply, and the construction schedule of the suggested  
8 improvement, and shall submit a recommendation on a preferred mitigation  
9 requirement. The types of mitigation measures available to satisfy this requirement are  
10 listed in subsection ~~(A)(15)(e)~~ A.15.c of this ~~s~~Section.

11 c. Available traffic mitigation measures:

12 -- Revised Set of Revised Intersection Improvement Projects

13 -- Transportation Improvements to the Regional Transportation  
14 System

15 -- Reduction of traffic trips as may be accomplished through  
16 participation in Transportation Demand Management (TDM) programs.

17 -- ~~Category 3 improvements listed in the transportation~~  
18 ~~improvement program, found in Appendix G of this Specific Plan;~~

19 -- ~~Reduction in traffic trips as may be accomplished through~~  
20 ~~participation in transportation system management and transportation demand~~  
21 ~~management programs cited in Appendix G of this Specific Plan;~~

22 -- Reduction of traffic trips as may be accomplished through  
23 reduction in project size;

24 -- Payment of an in lieu fee or "fair share" amount of a mitigation  
25 project where a fair share amount of the mitigation requirement has been determined,  
26 the project has been scheduled for construction and the cost and benefits of the project  
have been determined; and

-- Other mitigation measure(s) mutually acceptable to the  
Department of Public Works, ~~the city department of transportation~~ LADOT, and Caltrans.



1 d. Timely Submittal of Required Traffic Impact Analysis Studies and  
2 Evaluations. The studies, analysis and evaluations required by this subsection 15 shall  
3 be required to be completed before filing a coastal development permit application with  
4 the Department of Regional Planning. If the applicant requests that the traffic study be  
5 evaluated during the environmental review process, the applicant's coastal development  
6 permit shall not be filed or accepted until such time as the traffic study has been  
7 completed to the satisfaction of the Department of Public Works. ~~If the applicant~~  
8 ~~requests a direct contribution to an existing subregional mitigation fund, information~~  
9 ~~regarding that fund and the applicant's agreement to contribute a fair share mitigation~~  
10 ~~fee to that fund shall be provided at the time a traffic study otherwise would have been~~  
11 ~~required.~~

12 e. Mitigation. All development must pay fees to fully mitigate all  
13 significant ~~daily and~~ peak-hour adverse traffic impacts.

14 156. The design control board will have final review of the architectural  
15 design (i.e., building and façade design, materials, colors), landscaping and signs based  
16 on the site plan approved by the regional planning commission or hearing officer.

17 B. The conditions (Section 22.46.1190) shall run with the land and shall be  
18 binding on all lessees and sublessees of the parcel.

19 **22.46.1200 Land use category use restrictions and development standards-**  
20 **-Purpose.**

21 A. The following use restrictions and development standards shall apply to land  
22 use categories in this Specific Plan area. All land use categories are subject to the  
23 design guidelines and phasing requirements provided for in Sections 22.46.1060 and  
24 22.46.1090 of this Specific Plan. Land use categories extend beyond the parcel  
25 boundary line to the centerline of the street(s) bordering the parcel. Development on a  
26 parcel must also conform to the Site-Specific Development Guidelines of this Specific  
Plan. As used in these Land Use Restrictions and in the site-specific guidelines, the  
word "shall" means a requirement is mandatory whereas the word "may" means the  
standards are encouraged but not imperative. Where site-specific guidelines found in

1 Section 22.46.1790 or the conditions of development found in Section 22.46.1190 differ  
2 from the regulations of these Land Use Restrictions and Development Standards, such  
3 site-specific standards and conditions of development shall supersede the land use  
4 category regulations listed below. If there is a conflict among these development  
5 standards, the more restrictive document shall control.

6 B. Legal descriptions for parcels according to land use category may be found in  
7 Appendix A. Modifications of development standards for land use categories in Marina  
8 del Rey shall comply with the variance procedures found in Part 2, Chapter 22.56 of  
9 Title 22 and any findings required by the project's coastal development permit.

#### 10 **22.46.1210 Organization.**

11 Each of the following land use categories contain restrictions and standards  
12 which shall apply on all parcels designated for that category. There are two types of  
13 land use categories: (1) primary land use category and (2) overlay land use category.  
14 All parcels have designated a primary land use category; selected parcels are assigned  
15 an overlay land use category as well. The standards and requirements for an overlay  
16 category shall be considered in conjunction with the requirements of the primary land  
17 use category. Land use categories are organized in the following fashion:

18 A. Intent. This is a statement of purpose of the category with regard to the  
19 development and resource protection policies that are to be carried out in the particular  
20 category.

21 B. Principal Permitted Uses. This is a listing of the uses which clearly implement  
22 the designated land uses and policies of the category. These uses require approval of a  
23 coastal development permit unless they are specifically exempted or categorically  
24 excluded. Each principal permitted uses section is divided into primary uses, which may  
25 stand alone, and uses allowed only in conjunction with a primary or conditionally  
26 permitted use. The principal permitted use is generally not appealable to the Coastal  
Commission unless it is located in one of the areas listed in Section 22.56.2450 where  
the Coastal Commission retains appeal jurisdiction. Secondary uses are uses which do  
not require a conditional use permit, but which are appealable to the Coastal

1 Commission. Coastal development permits for uses which are appealable to the  
2 Coastal Commission shall have a public hearing in accordance with Section  
3 22.56.2380.

4 C. Uses Subject to Additional Permits. This is a listing of uses which may  
5 implement the intent of the category but only under certain circumstances or conditions.  
6 These uses may require the approval of conditional use, temporary use or other permits  
7 in addition to a coastal development permit or other development approval. The uses in  
8 this sSection are appealable to the Coastal Commission. Coastal development permits  
9 for uses which are appealable to the Coastal Commission shall have a public hearing in  
10 accordance with Section 22.56.2380.

11 D. Development Standards. This is a listing of regulations that apply to  
12 development within a particular land use category. These regulations relate to height  
13 limits, setbacks, lot coverages and densities. The development standards, including  
14 height, identified for each land use category are the maximums permitted in the land  
15 use category; standards are further restricted, where stated, on a parcel-specific basis  
16 according to Sections 22.46.1790 through 22.46.1940. Compliance with these  
17 standards will be substantiated through the issuance of coastal development permits.  
18 Where a range of height standards are given, the height over the minimum may be  
19 approved only if allowed on the site and under the conditions set forth in subsection E of  
20 Section 22.46.1060, and only if allowed on the site by Sections 22.46.1790 through  
21 22.46.1940.

#### 22 **22.46.1220 Residential III--Intent.**

23 Residential III is intended as a medium-density residential category permitting up  
24 to 35 dwelling units per net acre.

#### 25 **22.46.1230 Residential III--Permitted uses.**

26 Property in the Residential III category may be used for:

A. The following principal permitted use:

1 -- Multiple-family structures no more than 35 units per net acre.

2 B. The following permitted uses:

3 -- Apartment houses;

4 -- Bicycle and pedestrian path rights-of-way;

5 -- Public parks and picnic areas;

6 -- Townhouses.

7 C. The following uses only when in conjunction with a primary use listed in  
8 subsection A, a permitted use listed in subsection B above, or with a use listed in  
9 Section 22.46.1240 below:

10 -- Accessory buildings, structures and uses customarily used in conjunction with  
11 the primary building or use of the property;

12 -- Animals, domestic and wild, maintained or kept as pets for personal use as  
13 provided in Part 3 of Chapter 22.52;

14 -- Building materials, storage of, used in the construction of a building or building  
15 project, during the construction and 30 days thereafter, including the contractor's  
16 temporary office, provided that any lot or parcel of land so used shall be a part of the  
17 building project, or on property adjoining the construction site;

18 -- Grading projects, off-site transport, where not more than 100,000 cubic yards  
19 of material are to be transported, subject to the conditions and limitations of Sections  
20 22.56.1752 and 22.56.1753;

21 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
22 this Specific Plan.

23 **22.46.1240 Residential III--Uses subject to additional permits.**

24 Property in the Residential III category may be used for:

25 A. The following uses provided a conditional use permit has first been obtained  
26 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
conformity with the conditions of such permit for:

1 -- Access to property lawfully used for a purpose not permitted in Residential III,  
2 provided no other practical access to such property is available, and such access will  
3 not alter the character of the premises in respect to permitted uses in the Residential III  
4 category;

5 -- Visitor- and neighborhood-serving commercial development not exceeding  
6 1,000 square feet, cumulative, for the site, provided:

7 1. That parking shall be provided for all uses in excess of 500 square feet,

8 2. That such uses shall be open to the public and accessible from public  
9 roads, view corridors and/or walkways,

10 3. That signage and hours of operation enhance compatibility with the  
11 residential development;

12 -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
13 material are to be transported, subject to the conditions and limitations of Sections  
14 22.56.210 and 22.56.230;

15 -- Grading projects, on-site;

16 -- Oil or gas wells and observation facilities;

17 -- Parking for boating-related uses;

18 -- Parking lots, but excluding commercial parking lots where greater than 50  
19 percent of the leasehold's income is from parking fees;

20 -- Parks, playgrounds and beaches, with all appurtenant facilities customarily  
21 found in conjunction therewith;

22 -- Publicly owned uses necessary to the maintenance of the public health,  
23 convenience or general welfare;

24 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
25 this Specific Plan;

26 -- Visitor-serving commercial uses listed in Sections 22.46.1390 and 22.46.1400  
when allowed by the site-specific development guidelines of this Specific Plan.

1 B. The following uses, provided the specified permit has first been obtained, and  
2 while such permit is in full force and effect in conformity with the conditions of such  
3 permit for:

4 -- Congregate care facilities;

5 -- Temporary uses as provided in Part 14 of Chapter 22.56.

6  
7 **22.46.1250 Residential III--Development standards.**

8 These standards shall apply for all uses in the Residential III category:

9 -- Building height is limited to a maximum of 75 feet;

10 -- Dwelling unit density shall not exceed 35 units per net acre;

11 -- Front and rear yard setbacks shall be a minimum of 10 feet, in addition to the  
12 required highway and promenade setback;

13 -- Side yard setbacks shall be a minimum of five feet;

14 -- View corridors, public open space areas and/or accessways required in this  
15 Specific Plan may be designed and integrated with the required front, side and rear yard  
16 setbacks or located elsewhere on the property if such design will enhance visual and  
17 physical access to the shoreline;

18 -- The County shall encourage alternative forms of transportation in new or  
19 remodeled residential projects by considering the use of Zip Cars, and other similar  
20 non-personal automobile strategies when evaluating requests for parking permits.

21 -- Residential and mixed use shall not reduce the amount of land area devoted to  
22 existing visitor-serving, boating, or marine commercial uses:

23 A. With the exception of facilities located on Parcels 1, 54, 56 and 55, which shall  
24 be preserved on site, boating facilities may be relocated in conjunction with  
25 development so long as the same or larger boating facility is replaced within the marina,  
26 and water and/or anchorage access necessary to allow the use to operate is preserved,  
and so long as the use is economically viable. If no commercial operator wishes to  
operate a use, there shall be no obligation on the County's part to take further action.

1 B. Any project which relocates an existing coastal-dependent boating use,  
2 including but not limited to boat launching, boat storage, boater parking and access,  
3 shall be phased so that said use is replaced within the Marina before the development  
4 which displaces it may commence,

5 C. Visitor-serving uses shown on LUP Map 65, Existing/Proposed Visitor-Serving  
6 Facilities, shall be preserved or replaced on-site, as part of redevelopment,

7 D. Other existing recreation, visitor-serving and marine commercial facilities not  
8 shown on LUP Map 6 may be relocated in conjunction with development as long as the  
9 use is replaced within the marina before the development which displaces it may  
10 commence.

11 **22.46.1260 Residential IV--Intent.**

12 Residential IV is intended as a medium-high density residential category  
13 permitting up to 45 dwelling units per net acre.

14 **22.46.1270 Residential IV--Permitted uses.**

15 Property in the residential IV category may be used for:

16 A. The following principal permitted use:

17 -- Multiple-family structures no more than 45 dwelling units per net acre.

18 B. The following permitted uses:

19 -- Apartment houses;

20 -- Bicycle and pedestrian path rights-of-way;

21 -- Public parks and picnic areas;

22 -- Townhouses.

23 C. The following uses only when in conjunction with a primary use listed in  
24 subsection A, a permitted use listed in subsection B above, or with a use listed in  
25 Section 22.46.1280 below, subject to the same limitations and conditions provided in  
26 Section 22.46.1230:

1 -- Accessory buildings, structures and uses customarily used in conjunction with  
2 the primary building or use of the property;

3 -- Animals, domestic and wild, maintained or kept as pets or for personal use as  
4 provided in Part 3 of Chapter 22.52;

5 - - Building materials, storage of;

6 -- Grading projects, off-site transport;

7 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
8 this Specific Plan.

9  
10 **22.46.1280 Residential IV--Uses subject to additional permits.**

11 Property in the Residential IV category may be used for:

12 A. The following uses, provided a conditional use permit has first been obtained  
13 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
14 conformity with the conditions of such permit for:

15 -- Access to property lawfully used for a purpose not permitted in the Residential  
16 IV category;

17 -- Visitor- and neighborhood-serving commercial development not exceeding  
18 1,000 square feet, cumulative, for the site, provided:

19 1. That parking shall be provided for all uses in excess of 500 square feet,

20 2. That such uses shall be open to the public and accessible from public  
21 roads, view corridors and or walkways,

22 3. That signage and hours of operation enhance compatibility with the  
23 residential development;

24 -- Congregate care facilities;

25 -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
26 material are to be transported, subject to the conditions and limitations of Sections  
22.56.210 and 22.56.230;



- 1 -- Grading projects, on-site;
- 2 -- Oil or gas wells and observation facilities;
- 3 -- Parks, playgrounds and beaches, with all appurtenant facilities customarily
- 4 found in conjunction therewith;
- 5 -- Parking for boating-related uses;
- 6 -- Parking lots, but excluding commercial parking lots;
- 7 -- Publicly owned uses necessary to the maintenance of the public health,
- 8 convenience or general welfare;
- 9 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of
- 10 this Specific Plan;
- 11 -- Visitor-serving commercial uses listed in Sections 22.46.1390 and 22.46.1400
- 12 when allowed by the Site-Specific Development Guidelines of this Specific Plan;
- 13 -- Youth hostels.

14 B. The following uses, provided the specified permit has first been obtained, and  
15 while such permit is in full force and effect in conformity with the conditions of such  
16 permit for:

- 17 -- Temporary uses as provided in Part 14 of Chapter 22.56.

#### 18 **22.46.1290 Residential IV--Development standards.**

19 These standards shall apply for all uses in the Residential IV category:

- 20 -- Building height is limited to a maximum of 140 feet;
- 21 -- Dwelling unit density shall not exceed 45 units per net acre;
- 22 -- Front and rear yard setbacks shall be a minimum of 10 feet, in addition to the
- 23 required highway and promenade setbacks;
- 24 -- Side yard setbacks shall be a minimum of five feet;
- 25 -- View corridors, public open space areas and/or accessways and emergency
- 26 access corridors required in this Specific Plan may be designed and integrated with the

1 required front, side and rear yard setbacks or located elsewhere on the property if such  
2 design will enhance visual and physical access to the shoreline;

3 -- The County shall encourage alternative forms of transportation in new or  
4 remodeled residential projects by considering the use of Zip Cars and other similar non-  
5 personal automobile strategies when evaluating requests for parking permits.

6 -- Residential and mixed use shall not reduce the amount of land area devoted to  
7 existing visitor-serving, boating, or marine commercial uses:

8 A. With the exception of facilities located on Parcels 1, 54, 56 and 55, which shall  
9 be preserved on site, boating facilities may be relocated in conjunction with  
10 development so long as the same or larger boating facility is replaced within the marina,  
11 and water and/or anchorage access necessary to allow the use to operate is preserved,

12 B. Any project which relocates an existing coastal-dependent boating use,  
13 including but not limited to boat launching, boat storage, boater parking and access,  
14 shall be phased so that said use is replaced within the Marina before the development  
15 which displaces it may commence,

16 C. Visitor-serving uses shown on LUP Map 6<sup>5</sup>, Existing/Proposed Visitor-Serving  
17 Facilities, shall be preserved or replaced on-site, as part of redevelopment,

18 D. Other existing recreation, visitor-serving and marine commercial facilities not  
19 shown on LUP Map 6 may be relocated in conjunction with development as long as the  
20 use is replaced within the Marina before the development which displaces it may  
21 commence.

#### 22 **22.46.1300 Residential V--Intent.**

23 Residential V is intended as a high-density residential category permitting up to  
24 75 dwelling units per net acre.

#### 25 **22.46.1310 Residential V--Permitted uses.**

26 Property in the Residential V category may be used for:

1 A. The following principal permitted use:

2 -- Multiple-family dwellings no more than 75 dwelling units per net acre.

3 B. The following permitted uses:

4 -- Apartment houses;

5 -- Bicycle and pedestrian path rights-of-way;

6 -- Public parks and picnic areas;

7 -- Townhouses;

8 -- Youth hostels.

9 C. The following uses only when in conjunction with a primary use listed in  
10 subsection A above, a permitted use listed in subsection B above, or with a use listed in  
11 Section 22.46.1320 below, subject to the same limitations and conditions provided in  
12 Section 22.46.1230:

13 -- Accessory buildings, structures and uses customarily used in conjunction with  
14 the primary building or use of the property;

15 -- Animals, domestic and wild, maintained or kept as pets for personal use as  
16 provided in Part 3 of Chapter 22.52;

17 -- Building materials, storage of;

18 -- Grading projects, off-site transport;

19 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
20 this Specific Plan.

21  
22 **22.46.1320 Residential V--Uses subject to additional permits.**

23 Property in the Residential V category may be used for:

24 A. The following uses, provided a conditional use permit has first been obtained  
25 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
26 conformity with the conditions of such permit for:

1 -- Access to property lawfully used for a purpose not permitted in the Residential  
2 V category;

3 -- Visitor- and neighborhood-serving commercial development not exceeding  
4 1,000 square feet, cumulative, for the site, provided:

5 1. That parking shall be provided for all uses in excess of 500 square feet;

6 2. That such uses shall be open to the public and accessible from public  
7 roads, view corridors and/or walkways;

8 3. That signage and hours of operation enhance compatibility with the  
9 residential development.

10 -- Congregate care facilities;

11 -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
12 material are to be transported, subject to the conditions and limitations of Sections  
13 22.56.210 and 22.56.230;

14 -- Grading projects, on-site;

15 -- Oil or gas wells and observation facilities;

16 -- Parking for boating-related uses;

17 -- Parking lots, but excluding commercial parking lots;

18 -- Parks, playgrounds and beaches, with all appurtenant facilities customarily  
19 found in conjunction therewith;

20 -- Publicly owned uses necessary to the maintenance of the public health,  
21 convenience or general welfare;

22 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
23 this Specific Plan;

24 -- Visitor-serving commercial uses listed in Sections 22.46.1390 and 22.46.1400  
25 when allowed by the Site-Specific Development Guidelines of this Specific Plan.

26 B. The following uses, provided the specified permit has first been obtained, and  
while such permit is in force and effect in conformity with the conditions of such permit  
for:

-- Temporary uses as provided in Part 14 of Chapter 22.56.

### **22.46.1330 Residential V--Development standards.**

These standards shall apply for all uses in the Residential V category:

-- Building height is limited to a maximum of 225 feet;

-- Dwelling unit density shall not exceed 75 units per net acre;

-- Front and rear yard setbacks shall be a minimum of 10 feet, in addition to the required highway and promenade setback;

-- Side yard setbacks shall be a minimum of five feet;

-- View corridors, public open space areas and/or accessways required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if such design will enhance visual and physical access to the shoreline;

-- The County shall encourage alternative forms of transportation in new or remodeled residential projects by considering the use of Zip Cars and other similar non-personal automobile strategies when evaluating requests for parking permits.

-- Residential and mixed use shall not reduce the amount of land area devoted to existing visitor-serving, boating, or marine commercial uses:

A. With the exception of facilities located on Parcels 1, 54, 56 and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water and/or anchorage access necessary to allow the use to operate is preserved;

B. Any project which relocates an existing coastal-dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence;

C. Visitor-serving uses shown on LUP Map 65, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of redevelopment;

1 D. Other existing recreation, visitor-serving and marine commercial facilities not  
2 shown on LUP Map 6 may be relocated in conjunction with development as long as the  
3 use is replaced within the Marina before the development which displaces it may  
4 commence.

5  
6 **22.46.1335- Senior Accommodations--Intent**

7 Provide specialized housing for persons over age 62 who may or may not be  
8 retired.

9  
10 **22.46.1336- Senior Accommodations--Permitted Uses**

11 Property in the Senior Accommodations category may be used for:

12 A. The following principal use:

13 -- Senior Accommodations.

14 B. The following permitted uses:

15 --Reserved

16  
17 **22.46.1337- Senior Accommodations--Uses subject to additional permits**

18 Property in the Senior Accommodations category may be used for:

19 A. The following uses provided a conditional use permit has first been obtained  
20 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
21 conformity with the conditions of such permit for:

22 --Congregate care facilities (no age restriction);

23  
24 **22.46.1338 Senior Accommodations--Development standards**

25 These standards apply to all uses in the Senior Accommodations category:

26 -- Units shall contain no more than two bedrooms and shall not provide a kitchen;

-- Communal dining facilities shall be available on-site;

1       -- Mixed use services provided on-site for residents may include, but are not  
2 limited to, concierge, dry cleaners, laundry, hair and beauty salon, spa (excluding  
3 massage), recreation room, lounge, shuttle/limousine, travel, maid, linen, and other  
4 similar personal services;

5       -- Units are not considered residential uses for purposes of allocating dwelling  
6 units, assessing affordable housing requirements, or assessing transient occupancy  
7 taxes or fees;

8       -- Height limit of 75 feet from finished floor, not including rooftop appurtenances,  
9 is permitted; and

#### 10       **22.46.1340 Hotel--Intent.**

11       Hotel is intended as an overnight accommodations/attendant services category.

#### 12       **22.46.1350 Hotel--Permitted uses.**

13       Property in the Hotel category may be used for:

14       A. The following principal permitted use:

15       -- Hotel.

16       B. The following permitted uses:

17       -- Bicycle and pedestrian path rights-of-way;

18       -- Certified farmers' market (temporary);

19       -- Hotels;

20       -- Public parks and picnic areas;

21       -- Motels;

22       -- Youth hostels.

23       C. The following uses only when in conjunction with a primary use listed in  
24 subsection A above, a permitted use in subsection B above, or with a use listed in  
25 Section 22.46.1360 below, subject to the same limitations and conditions provided in  
26 Section 22.46.1230:

1 -- Accessory buildings, structures and uses customarily used in conjunction with  
2 the primary building or use of the property;

3 -- Bars and cocktail lounges, excluding cabarets;

4 -- Building materials, storage of;

5 -- Commercial service concessions offering newspapers, notions, grocery,  
6 bookstores, gift shops, florist shops, clothing stores or similar facilities in hotels or  
7 motels, where allowed by the Site-Specific Development Guidelines of this Specific  
8 Plan, provided:

9 1. That such facilities are designed and operated for the convenience of  
10 the hotel and conference guests and visitors to the Marina and are no more extensive  
11 than is necessary to service such development, but in no event totaling more than 1,000  
12 square feet cumulatively;

13 2. That such uses shall be open to the public and accessible from public  
14 roads, plazas, view corridors, and/or walkways;

15 3. That public entrances to such facilities are visible from public  
16 promenades, view corridors, plazas, and streets;

17 4. That any such facilities that include more than 16 restaurant or fast food  
18 seats are considered when calculating the hotel's relationship to the phasing policies in  
19 Section 22.46.1090 and/or its parking requirements;

20 5. That all signs, advertising or identifying such facilities, visible from the  
21 street or promenade outside the building shall be approved by the design control board;

22 6. That any commercial ice cream, coffee or food service development  
23 more than 750 square feet be considered when calculating the hotel's parking and/or  
24 phasing requirements;

25 -- Conference, banquet and meeting rooms;

26 -- Grading projects, off-site transport;

-- Recreation services intended to serve hotel guests, including, but not limited  
to, pools, saunas, exercise rooms, tennis courts, etc.;



1 -- Restaurants and other eating establishments, where allowed by the site-  
2 specific development standards of this Specific Plan;

3 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
4 this Specific Plan.

5  
6 **22.46.1360 Hotel--Uses subject to additional permits.**

7 Property in the Hotel category may be used for:

8 A. The following uses provided a conditional use permit has first been obtained  
9 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
10 conformity with the conditions of such permit for:

11 -- Access to property lawfully used for a purpose not permitted in the Hotel  
12 category;

13 -- Cabarets, provided that, as a condition of use, such use shall not be located  
14 within a 1,000-foot radius of any other adult business, and subject to the provisions of  
15 Section 22.56.190;

16 -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
17 material are to be transported, subject to the conditions and limitations of Sections  
18 22.56.210 and 22.56.230;

19 -- Grading projects, on-site;

20 -- Nightclubs;

21 -- Oil or gas wells and observation facilities;

22 -- Parking for boating-related uses;

23 -- Parking lots and parking buildings;

24 -- Publicly owned uses necessary to the maintenance of the public health,  
25 convenience or general welfare;

26 -- Restaurants not operating in conjunction with a separate hotel or motel on the  
same parcel;

1 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
2 this Specific Plan;

3 -- Visitor-serving commercial uses listed in Sections 22.46.1390 and 22.46.1400  
4 when allowed by the Site-Specific Development Guidelines of this Specific Plan.

5 B. The following uses, provided the specified permit has first been obtained, and  
6 while such permit is in full force and effect in conformity with the conditions of such  
7 permit for:

8 -- Temporary uses as provided in Part 14 of Chapter 22.56.

9 **22.46.1370 Hotel--Development standards.**

10 These standards shall apply for all uses in the Hotel category:

11 -- Building height is limited to a maximum of 225 feet;

12 -- Front, rear and side yard setbacks shall be a minimum of 10 feet, in addition to  
13 the required highway and promenade setback. View corridors, public open space areas  
14 and/or accessways or emergency access corridors required in this Specific Plan may be  
15 designed and integrated with the required front, side and rear yard setbacks or located  
16 elsewhere on the property if such design will enhance visual and physical access to the  
17 shoreline;

18 -- Hotels shall not reduce the amount of land area devoted to existing public  
19 parks, boating, or coastal-dependent marine commercial uses:

20 -- Hotels shall establish a shuttle program to and from Los Angeles International  
21 Airport for guests. Hotels shall also provide, on demand, transit passes for those  
22 employees requesting the use of public transportation.

23 A. With the exception of facilities located on Parcels 1, 54, 56 and 55, which shall  
24 be preserved on site, boating facilities may be relocated in conjunction with  
25 development so long as the same or larger boating facility is replaced within the Marina,  
26 and water and/or anchorage access necessary to allow the use to operate is preserved;

B. Any project which relocates an existing coastal-dependent boating use,  
including but not limited to boat launching, boat storage, boater parking and access,

1 shall be phased so that said use is replaced within the Marina before the development  
2 which displaces it may commence;

3 C. Visitor-serving uses shown on LUP Map 65, Existing/Proposed Visitor-Serving  
4 Facilities, shall be preserved or replaced on-site, as part of redevelopment;

5 D. Other existing recreation, visitor-serving and marine commercial facilities not shown  
6 on LUP Map 6 may be relocated in conjunction with development as long as the use is  
7 replaced within the Marina before the development which displaces it may commence.

8  
9 **22.46.1380 Visitor-Serving/Convenience Commercial--Intent.**

10 Visitor-Serving/Convenience Commercial is intended as a service-oriented  
11 category providing dining facilities, retail sales and personal services for visitors,  
12 residents and employees of Marina del Rey.

13 **22.46.1390 Visitor-Serving/Convenience Commercial--Permitted uses.**

14 Property in the Visitor-Serving/Convenience Commercial category may be used  
15 for:

16 A. The following principal permitted use:

17 -- Visitor-serving and convenience retail stores as further defined in subsection 1  
18 below.

19 1. Visitor-serving uses:

20 -- Amusement rides and devices, including merry-go-rounds, ferris wheels,  
21 swings, toboggans, slides, rebound-tumbling and similar equipment operated at one  
22 particular location not longer than seven days in any six-month period,

23 -- Aquariums,

24 -- Arboretums and horticultural gardens,

25 -- Arcades,

26 -- Art galleries,

- Automobile rental and leasing agencies,
  - Bait and tackle sales and rental,
  - Bakeries,
  - Bar and cocktail lounges, excluding cabarets,
  - Bicycle and motor scooter rentals,
  - Bicycle and pedestrian path rights-of-way,
  - Boat charters,
  - Boat rentals,
  - Certified farmers' market (temporary);
  - Comfort stations,
  - Gift shops,
  - Ice cream shops,
  - Museums,
  - Movable snack and souvenir carts,
  - Parking lots and parking buildings,
  - Parking for boating-related uses,
  - Post office,
  - Parks, playgrounds and beaches, with all appurtenant facilities customarily found in conjunction therewith,
  - Restaurants and other eating establishments, including food takeout.
- Existing restaurant seats may be recycled according to subsection C.5 of Section 22.46.1090. New restaurant seats may be constructed only where stated in the Site-Specific Development Guidelines,
- Skate sales and rentals,
  - Stations, bus, railroad and taxi,
  - Swimming pools,

1 -- Tourist information centers,  
2 -- Youth hostels;  
3 2. Convenience commercial uses:  
4 -- Antique shops,  
5 -- Automobile service stations, including incidental repair, washing and  
6 rental of utility trailers subject to the provisions of subsection B of Section 22.28.090,  
7 -- Bakery shops, including baking only when incidental to retail sales from  
8 the premises,  
9 -- Banks, savings and loans, credit unions and finance companies,  
10 -- Barbershops,  
11 -- Beauty shops,  
12 -- Bicycle shops,  
13 -- Bookstores,  
14 -- Ceramic shops, including manufacturing incidental to retail sales from  
15 the premises, provided the total volume of kiln space does not exceed eight cubic feet,  
16 -- Child care centers,  
17 -- Clothing stores,  
18 -- Community centers,  
19 -- Confectionery or candy stores, including making only when incidental to  
20 retail sales from the premises,  
21 -- Delicatessens,  
22 -- Dental clinics, including laboratories in conjunction therewith,  
23 -- Dress shops,  
24 -- Drugstores,  
25 -- Dry cleaning establishments, excluding wholesale dry cleaning plants,  
26 provided that the building is so constructed and the equipment is so conducted that all

1 noise, vibration, dust, odor and all other objectionable factors will be confined or  
2 reduced to the extent that no annoyance or injury will result to persons or property in the  
3 vicinity,

- 4 -- Florist shops,
- 5 -- Health food stores,
- 6 -- Hobby supply stores,
- 7 -- Jewelry stores,
- 8 -- Laundries, hand,
- 9 -- Laundries, self-service,
- 10 -- Leather goods stores,
- 11 -- Liquor stores,
- 12 -- Locksmith shops,
- 13 -- Markets,
- 14 -- Medical clinics, including laboratories in conjunction therewith,
- 15 -- Music stores,
- 16 -- Newsstands,
- 17 -- Notion or novelty stores,
- 18 -- Nurseries, including the growing of nursery stock,
- 19 -- Pharmacies,
- 20 -- Photographic equipment and supply stores,
- 21 -- Photography studios,
- 22 -- Public parks and picnic areas,
- 23 -- Real estate offices,
- 24 -- Retail stores,
- 25 -- Shoe stores,
- 26 -- Silver shops,

- Sporting goods stores,
- Stationery stores,
- Tailor shops,
- Tobacco shops,
- Toy stores,
- Yarn and yardage stores.

B. The following uses only when in conjunction with a primary use listed in subsection A above or with a use listed in Section 22.46.1400, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property;
- Building materials, storage of;
- Grading projects, off-site transport;
- Live entertainment, accessory, in a legally established bar, cocktail lounge or restaurant having an occupant load of less than 200 people, where in full compliance with the conditions of Section 22.56.1754;
- On-premises or directional signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan, and as approved by the design control board.

**22.46.1400 Visitor-Serving/Convenience Commercial--Uses subject to additional permits.**

Property in the Visitor-Serving/Convenience Commercial category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

1 -- Access to property lawfully used for a purpose not permitted in the Visitor-  
2 Serving/Convenience Commercial category;

3 -- Amusement rides and devices, including merry-go-rounds, ferris wheels,  
4 swings, toboggans, slides, rebound-tumbling and similar equipment for longer than  
5 seven days;

6 -- Cabarets, provided that, as a condition of use, such use shall not be located  
7 within a 1,000-foot radius of any other adult business, and subject to the provisions of  
8 Section 22.56.190;

9 -- Churches, temples or other places used exclusively for religious worship,  
10 including customary incidental educational and social activities in conjunction therewith;

11 -- Colleges and universities, including appurtenant facilities, giving advanced  
12 academic instruction approved by the State Board of Education or recognized  
13 accrediting agency, but excluding trade or commercial schools;

14 -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
15 material are to be transported, subject to the conditions and limitations of Sections  
16 22.56.210 and 22.56.230;

17 -- Grading projects, on-site;

18 -- Health clubs or centers;

19 -- Hospitals;

20 -- Live entertainment, accessory, in a legally established bar, cocktail lounge or  
21 restaurant having an occupant load of less than 200 people where the conditions of  
22 Section 22.56.1754 have not or cannot be met. This provision shall not be construed to  
23 authorize the modification of development standards required for establishment of such  
24 bar, cocktail lounge or restaurant, except as otherwise provided by Part 2 of Chapter  
25 22.56;

26 -- Nightclubs;

-- Oil or gas wells and observation facilities;

-- Outdoor display, sales and storage;



1 -- Publicly owned uses necessary to the maintenance of the public health,  
2 convenience or general welfare;

3 -- Schools, through Grade 12, accredited, including appurtenant facilities, which  
4 offer instruction required to be taught in the public schools by the state of California, in  
5 which no pupil is physically restrained, but excluding trade schools;

6 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
7 this Specific Plan;

8 -- Storage of personal and household items where allowed by the Site-Specific  
9 Development Guidelines of this Specific Plan;

10 -- Theaters and other auditoriums.

11 B. The following uses, provided the specified permit has first been obtained, and  
12 while such permit is in full force and effect in conformity with the conditions of such  
13 permit for:

14 -- Temporary uses as provided in Part 14 of Chapter 22.56.

#### 15 **22.46.1410 Visitor-Serving/Convenience Commercial--Development standards.**

16 These standards shall apply for all uses in the Visitor-Serving/Convenience  
17 Commercial category:

18 -- Building height is limited to a maximum of 45 feet;

19 -- Front, rear and side yard setbacks shall be a minimum of 10 feet in addition to  
20 the required highway setback. View corridors, public open space areas and/or  
21 accessways or emergency accessways required in this Specific Plan may be designed  
22 and integrated with the required front, side and rear yard setbacks or located elsewhere  
23 on the property if such design will enhance visual and physical access to the shoreline;

24 -- Visitor-Serving/Convenience Commercial uses shall not reduce the amount of  
25 land area devoted to existing visitor-serving, boating or coastal-dependent marine  
26 commercial uses, and visitor-serving uses may be integrated vertically with recreational  
boating uses where possible:

1 A. With the exception of facilities located on Parcels 1, 54, 55 and 56, which shall  
2 be preserved on site, boating facilities may be relocated in conjunction with  
3 development so long as the same or larger boating facility is replaced within the Marina,  
4 and water and/or anchorage access necessary to allow the use to operate is preserved.  
5 The County may combine additional recreational boating uses on Parcel 54, -55 and  
6 56;

7 B. Any project which relocates an existing coastal-dependent boating use,  
8 including but not limited to boat launching, boat storage, boater parking and access,  
9 shall be phased so that said use is replaced within the Marina before the development  
10 which displaces it may commence;

11 C. Visitor-serving uses shown on LUP Map 6-5 of the LUP, Existing/Proposed  
12 Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of  
13 redevelopment;

14 D. Other existing recreation, visitor-serving and marine commercial facilities not  
15 shown on Map 6 of the LUP may be relocated in conjunction with development as long  
16 as the use is replaced within the Marina before the development which displaces it may  
17 commence.

18 E. With respect to Parcel 49, any redevelopment which increases the visitor-  
19 serving area shall include urban open space. The amount of urban open space shall be  
20 based on whether the launch ramp remains at Parcel 49, or is moved to another  
21 location in the harbor. Should the launch ramp remain, at minimum one acre of urban  
22 open space shall be provided. If the launch ramp is moved, a minimum of 2 acres of  
23 urban open space must be provided. The urban open space may consist of hardscape  
24 and landscape, and may be above ground level to maximize views. Any project  
25 proposed on Parcel 49 shall demonstrate how such urban open space is to be used by  
26 the public, and such urban open space shall not be displaced by commercial uses, such  
as outdoor dining.

F. With respect to the launch ramp on Parcel 49, if visitor-serving development is  
undertaken on that parcel, the launch facility must remain in operation or be transferred

1 to another site. At no time may the launch ramp be closed down except in times of  
2 national emergency or to provide staging for a local emergency.

3  
4 **22.46.1420 Marine Commercial--Intent.**

5 Marine Commercial is intended as a category which will allow coastal-related and  
6 coastal-dependent land and water uses, including storage and repair of boats.

7  
8 **22.46.1430 Marine Commercial--Permitted uses.**

9 Property in the Marine Commercial category may be used for:

10 A. The following principal permitted use:

11 -- Boat launching and open storage.

12 B. The following permitted uses:

13 -- Bait and tackle sales and rental;

14 -- Bicycle and pedestrian path rights-of-way;

15 -- Boat and marine sales and service;

16 -- Boat launching;

17 -- Boat operation, rental, charter and moorage;

18 -- Boat repair, minor, including rigging, sanding and tuneups but excluding spray  
19 painting and major engine overhauls;

20 -- Certified farmers' market (temporary)

21 -- Dry boat storage within racks or structures less than 45 feet high;

22 -- Ferries, water taxis, harbor cruises, and other scenic boating;

23 -- Launch hoists;

24 -- Marine gas sales and accessory retail;

25 -- Moorage;

26 -- Parking for boating-related uses;

- Public parks and fishing areas;
- Sales, rental and repair of marine supplies;
- Sale of food, beverages and sundries as a convenience to boaters;
- Schools for teaching boating, sailing and other marine-related activities;
- Transient boating visitor facilities, including docks, showers, restrooms and laundry, but excluding overnight accommodations;
- Wet slips.

C. The following uses only when in conjunction with a primary use listed in subsection A, a permitted use listed in subsection B above or with a use listed in Section 22.46.1440 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property;
- Building materials, storage of;
- Grading projects, off-site transport;
- Office uses related to on-site boating activities, including yacht brokerage, marine insurance, marine engineering and design services, provided that the area devoted to such use does not exceed 2,000 square feet, the business conducted in the building is marine or boating-related and accessory to the principal use on the parcel;
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan and approved by the design control board.

#### **22.46.1440 Marine Commercial--Uses subject to additional permits.**

Property in the Marine Commercial category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- 1           -- Access to property lawfully used for a purpose not permitted in the Marine  
2 Commercial category;
- 3           -- Boat repair, painting and limited manufacturing;
- 4           -- Boathouses, rowing clubs and facilities associated with crew racing;
- 5           -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
6 material are to be transported, subject to the conditions and limitations of Sections  
7 22.56.210 and 22.56.230;
- 8           -- Grading projects, on-site;
- 9           -- Office uses related to boating activities, including yacht brokerage, marine  
10 insurance, admiralty law, marine accountancy, marine engineering and design services,  
11 provided that no more than 25 percent of the site is devoted to such uses;
- 12           -- Oil and gas wells and observation facilities;
- 13           -- Parking lots and parking buildings;
- 14           -- Publicly owned uses necessary to the maintenance of the public health,  
15 convenience or general welfare;
- 16           -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
17 this Specific Plan and approved by the design control board;
- 18           -- Yacht clubs.

19           B. The following uses, provided the specified permit has first been obtained, and  
20 while such permit is in full force and effect in conformity with the conditions of such  
21 permit for:

- 22           -- Temporary uses as provided in Part 14 of Chapter 22.56.

23           **22.46.1450 Marine Commercial--Development standards.**

24           These standards shall apply for all uses in the Marine Commercial category:

25

26

1 -- Building height is limited to a maximum of 45 feet, except that dry stack  
2 storage uses may be allowed a maximum of 75 feet when allowed by the Site-Specific  
3 Development Guidelines;

4 -- Front, rear and side yard setbacks shall be a minimum of five feet, in addition  
5 to the required highway and promenade setbacks;

6 -- View corridors, public open space areas and/or accessways required in this  
7 Specific Plan may be designed and integrated with the required front, side and rear yard  
8 setbacks or located elsewhere on the property if the director finds that such design will  
9 enhance visual and physical access to the shoreline;

10 -- Marine Commercial uses shall not reduce the amount of land area devoted to  
11 existing visitor-serving, boating or coastal-dependent marine commercial uses:

12 A. With the exception of facilities located on Parcels 1, 54, 55 and 56, which shall be  
13 preserved on site, boating facilities may be relocated in conjunction with development  
14 so long as the same or larger boating facility is replaced within the Marina, and water  
15 and/or anchorage access necessary to allow the use to operate is preserved, and so  
16 long as the use is economically viable. If no commercial operator wishes to operate a  
17 use, there shall be no obligation on the County's part to take further action;

18 B. Any project which relocates an existing coastal-dependent boating use,  
19 including but not limited to boat launching, boat storage, boater parking and access,  
20 shall be phased so that said use is replaced within the Marina before the development  
21 which displaces it may commence;

22 C. Visitor-serving uses shown on Map 65 of the LUP, Existing/Proposed Visitor-  
23 Serving Facilities, shall be preserved or replaced on-site, as part of redevelopment;

24 D. Other existing recreation, visitor-serving and marine commercial facilities not  
25 shown on Map 6 of the LUP may be relocated in conjunction with development as long  
26 as the use is replaced within the Marina before the development which displaces it may  
commence;

-- Parcels developed with yacht clubs shall reserve a minimum of 50 percent of  
the land area for boat storage uses.

1  
2 **22.46.1460 Boat Storage--Intent.**

3 Boat Storage is intended as a category allowing storage and repair of boats.  
4

5 **22.46.1470 Boat Storage--Permitted uses.**

6 Property in the Boat Storage category may be used for:

7 A. The following principal permitted use:

8 -- Boat launching and open or enclosed storage of boats.  
9

10 B. The following permitted uses:

11 -- Bicycle and pedestrian path rights-of-way;

12 -- Boat repair, minor, including rigging, sanding and tuneups but excluding spray  
13 painting and major engine overhauls;

14 -- Certified farmers' market (temporary)

15 -- ~~Dry boat storage;~~

16 -- Launch hoist;

17 -- Moorage;

18 -- Parking for boating-related uses;

19 -- Transient boating visitor facilities, including docks and showers;

20 -- Wet slips.

21 C. The following uses only when in conjunction with a primary use listed in  
22 subsection A above, a permitted use listed in subsection B above or with a use listed in  
23 Section 22.46.1480 below, subject to the same limitations and conditions provided in  
24 Section 22.46.1230:

25 -- Accessory buildings, structures and uses customarily used in conjunction with  
26 the primary building or use of the property not exceeding a total of 1,000 square feet or  
10 percent of the area of the property, whichever is lesser;

1 -- Bait and tackle sales and rental not exceeding 500 square feet or 10 percent of  
2 the area of the property, whichever is lesser;

3 -- Building materials, storage of;

4 -- Grading projects, off-site transport;

5 -- Sale of food, beverages and sundries as a convenience to boaters, not  
6 exceeding 500 square feet or 10 percent of the area of the property, whichever is  
7 lesser;

8 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
9 this Specific Plan, and approved by the design control board.

10  
11 **22.46.1480 Boat Storage--Uses subject to additional permits.**

12 Property in the Boat Storage category may be used for:

13 A. The following uses, provided a conditional use permit has first been obtained  
14 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
15 conformity with the conditions of such permit for:

16 -- Access to property lawfully used for a purpose not permitted in the Boat  
17 Storage category;

18 -- Boathouses, rowing clubs, and facilities associated with crew racing;

19 -- Dry stack storage buildings;

20 -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
21 material are to be transported, subject to the conditions and limitations of Sections  
22 22.56.210 and 22.56.230;

23 -- Grading projects, on-site;

24 -- Oil or gas wells and observation facilities;

25 -- Parking lots and parking buildings;

26 -- Publicly owned uses necessary to the maintenance of the public health,  
convenience or general welfare;



1 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
2 this Specific Plan.

3 B. The following uses, provided the specified permit has first been obtained, and  
4 while such permit is in full force and effect in conformity with the conditions of such  
5 permit for:

6 -- Temporary uses as provided in Part 14 of Chapter 22.56.

7  
8 **22.46.1490 Boat Storage--Development standards.**

9 These standards shall apply for all uses in the Boat Storage category:

10 -- Building height is limited to a maximum of 25 feet, except that dry stack  
11 storage uses may be allowed a maximum of 75 feet when allowed by Site-Specific  
12 Development Guidelines;

13 -- Front, rear and side yard setbacks shall be a minimum of five feet, in addition  
14 to the required highway setback;

15 -- View corridors, public open space areas and/or accessways required in this  
16 Specific Plan may be designed and integrated with the required front, side and rear yard  
17 setbacks or located elsewhere on the property if the director finds that such design will  
18 enhance visual and physical access to the shoreline;

19 -- Boat Storage uses shall not reduce the amount of land area devoted to the  
20 existing coastal-dependent boating use, including but not limited to boat launching, boat  
21 storage, boater parking and public access:

22 A. With the exception of facilities located on Parcels 1, 54, 55 and 56, which shall  
23 be preserved on site, boating facilities may be relocated in conjunction with  
24 development so long as the same or larger boating facility is replaced within the Marina,  
25 and water and/or anchorage access necessary to allow the use to operate is preserved;

26 B. Any project which relocates an existing coastal-dependent boating use,  
including but not limited to boat launching, boat storage, boater parking and access,

1 shall be phased so that said use is replaced within the Marina before the development  
2 which displaces it may commence;

3 C. Visitor-serving uses shown on Map 6-5 of the LUP, Existing/Proposed Visitor-  
4 Serving Facilities, shall be preserved or replaced on-site, as part of redevelopment;

5 D. Other existing recreation, visitor-serving and marine commercial facilities not  
6 shown on Map 6 of the LUP may be relocated in conjunction with development as long  
7 as the use is replaced within the Marina before the development which displaces it may  
8 commence.

9  
10 **22.46.1500 Office--Intent.**

11 The Office category is intended to authorize a variety of generalized offices.

12  
13 **22.46.1510 Office--Permitted uses.**

14 Property in the Office category may be used for:

15 A. The following principal permitted use:

16 -- Office buildings.

17 B. The following permitted uses:

18 -- Banks, savings and loans;

19 -- Bicycle and pedestrian path rights-of-way;

20 -- Certified farmers' market (temporary)

21 -- Offices, business or professional;

22 -- Public parks and picnic areas;

23 -- Youth hostels.

24 C. The following uses only when in conjunction with a primary use listed in  
25 subsection A above, a permitted use listed in subsection B above, or with a use listed in  
26 Section 22.46.1520 below, subject to the same limitations and conditions provided in  
Section 22.46.1230:

1 -- Accessory buildings, structures and uses customarily used in conjunction with  
2 the primary building or use of the property;

3 -- Building materials, storage of;

4 -- Grading projects, off-site transport;

5 -- Public parks and picnic areas;

6 -- Retail commercial, restaurant, personal and business services located on the  
7 ground floor only;

8 -- On-site signs as provided in Part 10 of Chapter 22.52 and in Section  
9 22.46.1060 of this Specific Plan and approved by the design control board.

10  
11 **22.46.1520 Office--Uses subject to additional permits.**

12 Property in Office category may be used for:

13 A. The following uses, provided a conditional use permit has first been obtained  
14 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
15 conformity with the conditions of such permit for:

16 -- Access to property lawfully used for a purpose not permitted in the Office  
17 category;

18 -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
19 material are to be transported, subject to the conditions and limitations of Sections  
20 22.56.210 and 22.56.230;

21 -- Grading projects, on-site;

22 -- Oil or gas wells and observation facilities;

23 -- Parking for boating-related uses;

24 -- Parking lots and parking buildings;

25 -- Publicly owned uses necessary to the maintenance of the public health,  
26 convenience or general welfare;

1 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
2 this Specific Plan.

3 B. The following uses, provided the specified permit has first been obtained, and  
4 while such permit is in full force and effect in conformity with the conditions of such  
5 permit for:

6 -- Temporary uses as provided in Part 14 of Chapter 22.56.

7  
8 **22.46.1530 Office--Development standards.**

9 These standards shall apply for all uses in the Office category:

10 -- Building height is limited to a maximum of 45 feet seaward of the loop roads  
11 and a maximum of 225 feet on all other parcels;

12 -- Front, rear and side yard setbacks shall be a minimum of 10 feet in addition to  
13 the required highway, emergency access and promenade setback;

14 -- View corridors, public open space areas and/or accessways required in this  
15 Specific Plan may be designed and integrated with the required front, side and rear yard  
16 setbacks or located elsewhere on the property if such design will enhance visual and  
17 physical access to the shoreline;

18 -- Office project uses shall not reduce the amount of land area devoted to the  
19 existing visitor-serving, boating or marine commercial uses:

20 A. With the exception of facilities located on Parcels 1, 54, 55 and 56, which shall  
21 be preserved on site, boating facilities may be relocated in conjunction with  
22 development so long as the same or larger boating facility is replaced within the Marina,  
23 and water and/or anchorage access necessary to allow the use to operate is preserved;

24 B. Any project which relocates an existing coastal-dependent boating use,  
25 including but not limited to boat launching, boat storage, boater parking and access,  
26 shall be phased so that said use is replaced within the Marina before the development  
which displaces it may commence;

1 C. Visitor-serving uses shown on Map 6-5 of the LUP, Existing/Proposed Visitor-  
2 Serving Facilities, shall be preserved or replaced on-site, as part of redevelopment;

3 D. Other existing recreation, visitor-serving and marine commercial facilities not  
4 shown on Map 6 of the LUP may be relocated in conjunction with development as long  
5 as the use is replaced within the Marina before the development which displaces it may  
6 commence.

7  
8 **22.46.1540 Parking--Intent.**

9 Parking is intended as a category which will provide areas for public motor  
10 vehicle parking, particularly for visitors to Marina del Rey, as well as special events for  
11 the benefit of the public.

12 **22.46.1550 Parking--Permitted uses.**

13 Property in the Parking category may be used for:

14 A. The following principal permitted use:

15 -- Surface public parking lots.

16 B. The following primary uses:

17 -- Bicycle and pedestrian path rights-of-way;

18 -- Certified farmers' markets and other similar events.

19 -- Information directories;

20 -- Parking lots and parking buildings up to 45 feet high;

21 -- Parking for boating-related uses;

22 -- Public parks and picnic areas.

23  
24 C. The following uses only when in conjunction with a primary use listed in  
25 subsection A, a permitted use listed in subsection B above, or with a use listed in  
26 Section 22.46.1560 below, subject to the same limitations and conditions provided in  
Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property;
- Building materials, storage of;
- Grading projects, off-site transport;
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan and approved by the design control board;
- Structures used for fee collection.

**22.46.1560 Parking--Uses subject to additional permits.**

Property in the Parking category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Parking category;
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230;
- Grading projects, on-site;
- Oil or gas wells and observation facilities;
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare;
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan and approved by the design control board;
- Youth hostels.

1 B. The following uses, provided the specified permit has first been obtained, and  
2 while such permit is in full force and effect in conformity with the conditions of such  
3 permit for:

4 -- Temporary uses as provided in Part 14 of Chapter 22.56.

5  
6 **22.46.1570 Parking--Development standards.**

7 These standards shall apply for all uses in the Parking category:

8 -- Heights shall be limited according to parcel specific standards in Section  
9 22.46.1780, in the Site-Specific Development Guidelines of this Specific Plan, but at a  
10 maximum, no more than 45 feet in height on moles and seaward of loop roads, and no  
11 more than 90 feet in height north of Admiralty Way or adjacent to Lincoln Boulevard;

12 -- Standards shall be as set forth in Part 11, Chapter 22.52 of this Title 22;

13 -- Parking lots shall not reduce the amount of land area devoted to the existing  
14 visitor-serving, boating, or marine commercial uses:

15 A. With the exception of facilities located on Parcels 1, 54, 55 and 56, which shall  
16 be preserved on site, boating facilities may be relocated in conjunction with  
17 development so long as the same or larger boating facility is replaced within the marina,  
18 and water and/or anchorage access necessary to allow the use to operate is preserved,  
19 and so long as the use is economically viable. If no commercial operator wishes to  
20 operate a use, there shall be no obligation on the County's part to take further action.;

21 B. Any project which relocates an existing coastal-dependent boating use,  
22 including but not limited to boat launching, boat storage, boater parking and access,  
23 shall be phased so that said use is replaced within the Marina before the development  
24 which displaces it may commence;

25 C. Visitor-serving uses shown on Map 6-5 of the LUP, Existing/Proposed Visitor-  
26 Serving Facilities, shall be preserved or replaced on-site, as part of redevelopment;

D. Other existing recreation, visitor-serving and marine commercial facilities not  
shown on Map 6 of the LUP may be relocated in conjunction with development as long

as the use is replaced within the Marina before the development which displaces it may commence.

#### **22.46.1580 Public Facilities--Intent.**

The Public Facilities category is intended to provide areas for public services and facilities other than public right-of-way, parking and open space.

#### **22.46.1590 Public Facilities--Permitted uses.**

Property in the Public Facilities category may be used for:

A. The following principal permitted use:

-- Publicly owned facilities.

B. The following permitted uses:

-- Administrative and government offices;

-- Certified farmers' market (temporary)

-- Fire stations;

-- Libraries;

-- Police stations;

-- Public utility facilities;

-- Public parks and picnic areas;

-- Rights-of-way for bicycle and pedestrian paths.

C. The following uses only when in conjunction with a primary use listed in subsection A above, a permitted use listed in subsection B above, or with a use listed in Section 22.46.1600 below, subject to the same limitations and conditions provided in Section 22.46.1230:

-- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property;



1 -- Building materials, storage of;  
2 -- Grading projects, off-site transport;  
3 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
4 this Specific Plan.

5  
6 **22.46.1600 Public Facilities--Uses subject to additional permits.**

7 Property in the Public Facilities category may be used for:

8 A. The following uses, provided a conditional use permit has first been obtained  
9 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
10 conformity with the conditions of such permit for:

11 -- Access to property lawfully used for a purpose not permitted in the Public  
12 Facilities category;

13 -- Grading projects, off-site transport, where more than 100,000 cubic yards of  
14 material are to be transported, subject to the conditions and limitations of Sections  
15 22.56.210 and 22.56.230;

16 -- Grading projects, on-site;

17 -- Oil or gas wells and observation facilities;

18 -- Parking for boating-related uses;

19 -- Parking lots and parking buildings;

20 -- Publicly owned uses necessary to the maintenance of the public health,  
21 convenience, or general welfare;

22 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
23 this Specific Plan;

24 -- Visitor-serving commercial uses listed in Sections 22.46.1390 and 22.46.1400  
25 when allowed by the Site-Specific Development Guidelines of this Specific Plan.  
26

1 B. The following uses, provided the specified permit has first been obtained, and  
2 while such permit is in full force and effect in conformity with the conditions of such  
3 permit for:

4 -- Temporary uses as provided in Part 14 of Chapter 22.56.

5  
6 **22.46.1610 Public Facilities--Development standards.**

7 These standards shall apply for all uses in the Public Facilities category:

8 -- Building height is limited to a maximum of 45 feet except that theme towers  
9 may extend to a maximum of 140 feet unless otherwise restricted by the site-specific  
10 guidelines;

11 -- Front, rear and side yard setbacks shall be a minimum of 10 feet in addition to  
12 the required highway and promenade setback.

13  
14 **22.46.1620 Open Space--Intent.**

15 The Open Space category is intended to provide urban, passive and active  
16 recreational opportunities.

17  
18 **22.46.1630 Open Space--Permitted uses.**

19 Property in the Open Space category may be used for:

20 A. The following principal permitted use:

21 -- Public parks, public plazas and picnic areas.

22 B. The following permitted uses:

23 -- Bicycle and pedestrian path rights-of-way;

24 -- Campgrounds, on a lot or parcel of land having not less than one acre;

25 -- Certified farmers' market (temporary)

26 -- Parks, playgrounds and beaches, with all appurtenant facilities customarily  
found in conjunction therewith;

- Public promenades;
- Riding and hiking trails, excluding trails for motor vehicles;
- View parks and view areas;
- Visitor-serving concession operations, limited to no more than 500 square feet.

C. The following uses only when in conjunction with a primary use listed in subsection A above or with a use listed in Section 22.46.1640 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property;
- Building materials, storage of;
- Grading projects, off-site transport;
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

**22.46.1640 Open Space--Uses subject to additional permits.**

Property in the Open Space category may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Open Space category;
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230;
- Grading projects, on-site;
- Oil or gas wells and observation facilities;
- Parking for boating-related uses;
- Parking lots, but excluding commercial parking lots;

1 -- Publicly owned uses necessary to the maintenance of the public health,  
2 convenience or general welfare;

3 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
4 this Specific Plan;

5 -- Youth hostels, where permitted by Site-Specific Development Guidelines.

6 --Special Events scheduled on a regular basis.

7 B. The following uses, provided the specified permit has first been obtained, and  
8 while such permit is in full force and effect in conformity with the conditions of such  
9 permit for:

10 -- Temporary uses as provided in Part 14 of Chapter 22.56.

11  
12 **22.46.1650 Open Space--Development standards.**

13  
14 These standards shall apply for all uses in the Open Space Category:

15 -- No structure over 25 feet in height shall be constructed.

16  
17 **22.46.1660 Water--Intent.**

18 Water is intended as a category for recreational use, docking and fueling of  
19 boats, flood control, and light marine commercial.

20  
21 **22.46.1670 Water--Permitted uses.**

22 Property in the Water category may be used for:

23 A. The following principal permitted use:

24 -- Water-oriented recreational activities, including boating, fishing, rowing,  
25 sightseeing, wind surfing.

26 B. The following permitted uses:

-- Bicycle and pedestrian path rights-of-way;

1 -- Boat docks, piers;

2 -- Boating-related equipment storage;

3 -- Public view areas;

4 -- Dry stack storage facilities attached to a land side structure;

5 -- Schools for boating, sailing and other marine-related activities in which  
6 teaching is done on the water;

7 -- Wet slips.

8 C. The following uses only when in conjunction with a primary use listed in  
9 subsection A above, a permitted use listed in subsection B above, or with a use listed in  
10 Section 22.46.1680 below, subject to the same limitations and conditions provided in  
11 Section 22.46.1230:

12 -- Accessory buildings, structures and uses customarily used in conjunction with  
13 the primary building or use of the property;

14 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of  
15 this Specific Plan.

16 **22.46.1680 Water--Uses subject to additional permits.**

17 Property in the Water category may be used for:

18 A. The following uses, provided a conditional use permit has first been obtained  
19 as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in  
20 conformity with the conditions of such permit for:

21 -- Access to property lawfully used for a purpose not permitted in the Water  
22 category;

23 --Boat launching facilities;

24 -- Boat fuel docks;

25 -- Boat repair docks;

26 -- Boathouses, rowing clubs and facilities associated with crew racing;

1 -- Docking facilities for charter boats, sightseeing tours, party boats, etc.;

2 -- Oil and gas wells and observation facilities;

3 -- Publicly owned uses necessary to the maintenance of the public health,

4 convenience or general welfare;

5 -- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of

6 this Specific Plan.

7 B. The following uses, provided the specified permit has first been obtained, and

8 while such permit is in full force and effect in conformity with the conditions of such

9 permit for:

10 -- Temporary uses as provided in Part 14 of Chapter 22.56.

11

12 **22.46.1690 Water--Development standards.**

13

14 These standards shall apply for all uses in the Water category:

15 -- Building height is limited to a maximum of 15 feet; except that dry stack

16 storage facilities, connected to a land side structure, shall be allowed at the heights

17 permitted by the land use category on the land side of the parcel;

18 -- Development of new boat slips must be accompanied by adequate parking and

19 land-side facilities, including boater restrooms.

20

21 **22.46.1700 Waterfront Overlay Zone--Intent.**

22 Waterfront Overlay is intended as an overlay land use category applied as a

23 permitted use to residentially and commercially designated waterfront parcels in

24 addition to the other permitted land use category of the site. The overlay is designed to

25 encourage coastal-related and coastal-dependent land uses while increasing

26 development flexibility. The Waterfront Overlay permits the combination of Hotel,

Visitor-Serving Convenience Commercial, and Marine Commercial land uses with the

primary land use category of a site; mixing of these uses within a structure is also permitted.

#### **22.46.1710 Waterfront Overlay Zone--Permitted uses.**

Property in the Waterfront Overlay Zone may be used for:

A. The following principal permitted use:

-- The use identified as the principal permitted use on the parcel, subject to the application as designated in the Site-Specific Development Guidelines for that parcel.

B. The following permitted uses: Hotel, Visitor-Serving Convenience Commercial, Boat Storage, or Marine Commercial, or any use identified as a permitted use on the parcel, subject to the application of permitted land use categories which are designated in the Site-Specific Development Guidelines for that parcel.

C. Any accessory use listed in subsection C of permitted uses for any of the primary land use categories which are designated in the Site-Specific Development Guidelines for that parcel, provided the use is developed in conjunction with an allowed principal permitted use or permitted use, or an accessory use to a use allowed by Section 22.46.1720 below for which a conditional use permit has been granted.

#### **22.46.1720 Waterfront Overlay Zone--Uses subject to additional permits.**

Property in the Waterfront Overlay Zone may be used for:

A. Any use listed as a principal permitted use, permitted use, or uses subject to additional permits in the Hotel, Visitor-Serving/Convenience Commercial and Marine Commercial land use categories, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

-- Temporary uses as provided in Part 14 of Chapter 22.56.

1  
2 **22.46.1730 Waterfront Overlay Zone--Development standards.**

3 A. Development standards in the Waterfront Overlay Zone shall be equivalent to  
4 the standards of the respective primary land use categories in this chapter.

5 Development permitted by the Waterfront Overlay Zone must be consistent with the  
6 development standards of the primary land use category which permits the use. The  
7 Site-Specific Development Guidelines shall also apply and shall supersede the land use  
8 category standards when the standards differ.

9 B. A detailed plot plan shall be submitted which accurately shows the location  
10 and dimensions of all improvements including streets, walkways, water areas, buildings,  
11 parcel lines, landscaped areas, buildings, etc. Multistory buildings and areas of mixed  
12 uses shall be indicated. Where applicable, the plans shall indicate the boundary lines of  
13 the land use categories located on the subject property; the land area for each category  
14 shall be calculated and shown on the plan. A tentative map shall be filed when required  
15 by Title 21 of this code. Information shall be submitted which indicates how the  
16 proposed development is consistent with the allocation of development in the  
17 Development Zone where the parcel resides, as specified in the Site-Specific  
18 Development Guidelines.

19 C. All development shall be carried out consistent with a plot plan submitted with  
20 the initial application on the property. The plot plan shall be consistent with the Specific  
21 Plan. The plot plan shall cover the entire parcel, and if there is phasing of the project,  
22 shall show phasing consistent with the provisions of the Specific Plan.

23 -- Approval of waterfront overlay zone projects shall be based on the findings that  
24 a proposed project will provide improved public shoreline access, public recreational  
25 use, public views and day use by the general public, without detracting from public  
26 recreation facilities, including boat slips;

-- Mixed Use projects permitted by the Waterfront Overlay Zone shall not reduce  
the amount of land area devoted to existing visitor-serving, boating or marine  
commercial uses:



1           1. With the exception of facilities located on Parcels 1, 54, 55 and 56,  
2 which shall be preserved on site, boating facilities may be relocated in conjunction with  
3 development so long as the same or larger boating facility is replaced within the Marina,  
4 and water and/or anchorage access necessary to allow the use to operate is preserved;

5           2. Any project which relocates an existing coastal-dependent boating use,  
6 including but not limited to boat launching, boat storage, boater parking and access,  
7 shall be phased so that said use is replaced within the Marina before the development  
8 which displaces it may commence;

9           3. Visitor-serving uses shown on Map 6-5 of the LUP, Existing/Proposed  
10 Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of  
11 redevelopment;

12           4. Other existing recreation, visitor-serving and marine commercial  
13 facilities not shown on Map 6 of the LUP may be relocated in conjunction with  
14 development as long as the use is replaced within the Marina before the development  
15 which displaces it may commence.

16           **22.46.1740 Mixed Use Overlay Zone--Intent.**

17           Mixed Use Overlay is intended as an overlay land use category applied to  
18 selected parcels in addition to the primary land use category of the site. The overlay is  
19 designed to encourage mixed use projects and increase overall development flexibility.  
20 The Mixed Use Overlay permits the combination of any land use category with the  
21 primary land use category of a site; mixing of uses within a structure is also permitted.

22           **22.46.1750 Mixed Use Overlay Zone--Permitted Uses.**

23           Property in the Mixed Use Overlay Zone may be used for:

24           A. The following principal permitted use:

25           -- The use identified as the principal permitted use on the parcel subject to the  
26 application as designated in the Site-Specific Development Guidelines for that parcel.

          B. The following permitted uses:

1 -- Any use identified as a permitted use on the parcel, subject to the application  
2 permitted land use categories which are designated in the Site-Specific Development  
3 Guidelines for that parcel.

4 C. Any accessory use listed in subsection B of permitted uses for any of the  
5 primary land use categories which are designated in the Site-Specific Development  
6 Guidelines for that parcel, provided the use is developed in conjunction with an allowed  
7 principal permitted use or permitted use, or an accessory use to a use allowed by  
8 Section 22.46.1760 below for which a conditional use permit has been granted.

9 **22.46.1760 Mixed Use Overlay Zone--Uses subject to additional permits.**

10 Property in the Mixed Use Overlay Zone may be used for:

11 A. Any use listed as a principal permitted use, permitted use or uses subject to  
12 additional permits in any land use category, provided a conditional use permit has first  
13 been obtained as provided in Part 1 of Chapter 22.56.

14 B. The following uses, provided the specified permit has first been obtained, and  
15 while such permit is in full force and effect in conformity with the conditions of such  
16 permit for:

17 -- Temporary uses as provided in Part 14 of Chapter 22.56.

18  
19 **22.46.1770 Mixed Use Overlay Zone--Development standards.**

20 A. Development standards in the Mixed Use Overlay Zone shall be equivalent to  
21 the standards of the respective primary land use categories in this chapter.  
22 Development permitted by the Mixed Use Overlay Zone must be consistent with the  
23 development standards of the primary land use category which permits the use. The  
24 Site-Specific Development Guidelines shall also apply and shall supersede the land use  
category standards when the standards differ.

25 B. A detailed plot plan shall be submitted which accurately shows the location  
26 and dimensions of all improvements including streets, walkways, water areas, buildings,

1 parcel lines, landscaped areas, buildings, etc. Multistory buildings and areas of mixed  
2 uses shall be indicated. Where applicable, the plans shall indicate the boundary lines of  
3 the land use categories located on the subject property; the land area for each category  
4 shall be calculated and shown on the plan. A tentative map shall be filed when required  
5 by Title 21 of this code. Information shall be submitted which indicates how the  
6 proposed development is consistent with the allocation of development in the  
7 development zone where the parcel resides, as specified in the Site-Specific  
8 Development Guidelines.

9 C. All development shall be carried out consistent with a plot plan submitted with  
10 the initial application on the property. The plot plan shall be consistent with the Specific  
11 Plan. The plot plan shall cover the entire parcel, and if there is phasing of the project,  
12 shall show phasing consistent with the provisions of the Specific Plan.

13 -- Mixed Use projects permitted by the Waterfront Overlay Zone shall not reduce  
14 the amount of land area devoted to existing visitor-serving, boating or marine  
15 commercial uses:

16 1. With the exception of facilities located on Parcels 1, 54, 55 and 56,  
17 which shall be preserved on site, boating facilities may be relocated in conjunction with  
18 development so long as the same or larger boating facility is replaced within the Marina,  
19 and water and/or anchorage access necessary to allow the use to operate is preserved;

20 2. Any project which relocates an existing coastal-dependent boating use,  
21 including but not limited to boat launching, boat storage, boater parking and access,  
22 shall be phased so that said use is replaced within the Marina before the development  
23 which displaces it may commence;

24 3. Visitor-serving uses shown on Map 6-5 of the LUP, Existing/Proposed  
25 Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of  
26 redevelopment;

4. Other existing recreation, visitor-serving and marine commercial  
facilities not shown on Map 6 of the LUP may be relocated in conjunction with  
development as long as the use is replaced within the Marina before the development  
which displaces it may commence.

1  
2 **22.46.1780 Site-Specific Development Guidelines--Purpose.**

3 A. These guidelines set forth site-specific development standards and guidelines  
4 for parcels within the existing Marina. As used in these site-specific guidelines, the word  
5 "shall" means a requirement is mandatory whereas the word "may" means the  
6 standards are encouraged but not imperative. Development Zones are identified in  
7 Exhibit 4, Marina Development Zones (see Exhibit 4 at the end of this Part 3). Exhibits 5  
8 through 19 illustrate the various parcels within each development zone (see Exhibits 5  
9 through 19 set out at the end of this Part 3). Parcel numbers for the existing Marina are  
10 those used in lease parcel identification by Los Angeles County. Category boundaries  
11 for parcels containing more than one category may be found on the maps included in  
these site-specific guidelines.

12 B. Maximum buildouts and land uses are identified for each Development Zone.  
13 Certain existing or allocated development may be converted to other uses in the same  
14 development zone, consistent with subsection C.5 of Section 22.46.1090 of this Specific  
Plan and the land use category(ies) of the affected parcel(s).

15 C. Each parcel has an identified primary land use category, required public  
16 improvements (if any) and special development considerations. With the exception of  
17 Parcel 9, which is under the control of the Los Angeles County department of beaches  
18 and harbors, all parcels in Marina del Rey are now developed, and their present use is  
19 indicated on pages 21 through 25 of Appendix C, Specifications and Minimum  
20 Standards of Architectural Treatment and Construction, of the certified LCP. The  
21 additional development potential of a parcel is dependent upon the land use  
22 category(ies) of the parcel and the development allocated to the zone in which the  
23 parcel resides. Development monitoring shall continuously track the amount of  
24 development available in every zone; after an expansion project is approved, the  
25 additional development granted as part of the approval shall be deducted from the  
26 development available in a project's development zone. The balance will be the  
development available for future projects in the zone. Once the buildout allocated to a  
development zone is depleted to a zero development balance, future development in

1 the zone is limited to recycling of uses with no expansions or increased trip generation.  
2 Existing uses shall be maintained on parcels residing in zones with a zero development  
3 balance, except for development consistent with the conversion provisions of  
4 subsection C.5 of Section 22.46.1090.

5 D. Records. The Department of Regional Planning shall maintain a public record,  
6 open for public review and inspection, of (1) the amount of redevelopment granted in  
7 each development zone, (2) the amount of redevelopment remaining in each zone, and  
8 (3) the amount of redevelopment proposed in pending applications in each zone.  
9 Copies of this public log shall be forwarded semiannually to the department of beaches  
and harbors and the California Coastal Commission.

10 E. Definitions. Maintenance of a use means the existing or similar use, height,  
11 floor area or intensity and peak-hour trip generation of a parcel shall remain the same.  
12 Required public improvements are those improvements the parcel lessee will be  
13 required to make when new development or recycling of uses on the leasehold occurs.  
14 Special development considerations refer to special circumstances or conditions which  
shall be observed at the time of development.

15 F. All parcels are subject to the phasing requirements outlined in Section  
16 22.46.1090 of this Specific Plan. In addition, all parcels must conform to the Use  
17 Restrictions and Development Standards and to these site-specific guidelines. As used  
18 in these land use restrictions and in the site-specific guidelines, the word "shall" means  
19 a requirement is mandatory whereas the word "may" means the standards are  
20 encouraged but not imperative. Where site-specific guidelines found in Sections  
21 22.46.1790 through 22.46.1940, or the conditions of approval found in Section  
22 22.46.1190 differ from the land use category regulations and development standards  
23 listed in Section 22.46.1200, above, such site-specific standards and conditions of  
24 development shall supersede the land use category regulations. If there is a conflict  
among these development standards, the more restrictive document shall control.

25 G. It is the intent of this Specific Plan to allow the development of public facility  
26 uses as needed to serve the visitors and residents of Marina del Rey. Such uses shall  
include, but are not limited to, parking, fire, sheriff, beach, library, park, public

transportation and other emergency and nonemergency services required for the day-to-day operation of the Marina.

#### **22.46.1789 Development Zones and Associated Development Potential**

<b><u>Development Zone No. 1</u></b>	
<u>Residential</u>	<u>1498 units</u>
<u>Hotel</u>	<u>288 rooms</u>
<u>Retail</u>	<u>53,000 square feet</u>
<u>Restaurant</u>	<u>340 seats</u>
<u>Congregate Care</u>	<u>15 units</u>
<b><u>Development Zone No. 2</u></b>	
<u>Residential</u>	<u>72 units</u>
<u>Hotel</u>	<u>217 rooms</u>
<u>Office</u>	<u>32,000 square feet</u>
<u>Retail</u>	<u>42,000 square feet</u>
<u>Restaurant</u>	<u>410 seats</u>
<u>Seniors Accommodations</u>	<u>114 units</u>
<b><u>Development Zone No. 3</u></b>	
<u>Residential</u>	<u>255 units</u>
<u>Retail</u>	<u>178,741 square feet</u>
<u>Restaurant</u>	<u>573 seats</u>
<u>Office</u>	<u>26,000 square feet</u>
<u>Dry Stack</u>	<u>345 spaces</u>
<u>Library</u>	<u>3,000 square feet</u>

#### **22.46.1790 Site-Specific Development Guidelines--By Development ZoneArea.**

The following site-specific guidelines shall apply to each respective parcel in Marina del Rey.

**Development Zone No. 1**

**22.46.1800 Bora Bora Development Zone 1 Area (Exhibit 5).**

Parcels 1, 3, 112, 113, BR

Development allocation	513 dwelling units
	Conversion potential
--Parcel 1	
Categories:	Marine Commercial
	Water
	<u>Waterfront Overlay</u>
--Parcel 3	
Categories:	Parking
	Open Space
--Parcel 112	
Categories:	Residential V
	Water
	Waterfront Overlay
--Parcel 113	
Categories:	Residential V
	Waterfront Overlay
--Parcel BR	
Category:	Open Space

Required public improvements:

-- Development shall provide waterfront public pedestrian access consistent with Section 22.46.1150 of this Specific Plan.

1 -- A continuous 28-foot-wide pedestrian promenade shall be provided and  
2 maintained along all bulkheads. Seating and landscaping shall be provided along the  
3 bulkheads consistent with Section 22.46.1060 of this Specific Plan. New development  
4 or intensification on Parcels 112 and 113 shall require reservation of public open space  
5 and the construction of a public pedestrian promenade consistent with the 28-foot-wide  
6 standard.

7 -- Public vehicular access shall be maintained along Bora Bora Way. No fewer  
8 than 10 public parking spaces shall be provided in a landscaped parking area adjacent  
9 to the gas dock.

10 -- A small waterfront viewing park not less than 500 square feet in area shall be  
11 provided on Parcel 112 in conjunction with Phase II development.

12 -- A small waterfront viewing park not less than 500 square feet in area shall be  
13 provided on Parcel 113 on a platform over the bulkhead, in conjunction with Phase II  
14 development.

15 -- Park and picnic facilities, including a restroom shall be installed in Parcel 3 in  
16 conjunction with new development in the Bora Bora development zone Area.

17 Special development considerations:

18 -- New building construction on Parcel 112 shall relate to Bora Bora Way and  
19 landscaping shall be enhanced.

20 -- Parcel 1, Parcel 3--Height category 1: building height not to exceed 25 feet.

21 -- Parcel 112, Parcel 113--Height category 6: building height not to exceed 225  
22 feet.

23 \* Editor's note: The changes made to this section by Ordinance 2001-0010 shall not  
24 take effect until Local Coastal Program Amendment Case No. 98-172-(4) has been  
25 certified by the California Coastal Commission pursuant to the provisions of the  
26 California Coastal Act of 1976, as amended to date.

**22.46.1810 Tahiti Development Zone 2 Area (Exhibit 6).**



Parcels 7, 8, 9, 111

Development allocation	275 dwelling units
	288 hotel rooms/motel units
	76 boat slips
	Conversion potential
--Parcel 7	
Categories:	Residential III
	Water
	Waterfront Overlay
--Parcel 8	
Categories:	Residential III
	Water
	Waterfront Overlay
--Parcel 9	
Categories:	Hotel
	Water
	Waterfront Overlay
--Parcel 111	
Categories:	Residential III (mole portion)
	Residential V ( <u>nonmole</u> western portion)
	Water
	Waterfront Overlay

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special development considerations:

-- Parcel 7--Height category 2: Building height not to exceed 45 feet.

-- Parcel 8, Parcel 111 (mole portion)--Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

-- Parcel 9, Parcel 111 (western portion)--Height category 5: Building height not to exceed 140 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 225 feet.

**22.46.1820 Marquesas Development Zone 3 Area(Exhibit 7).**

Parcels 10, 12, 13, FF14,

Development allocation:	320 dwelling units
	15 KSF retail
	76 boat slips
	Conversion potential
--Parcel 10	
Categories:	Residential III and IV (density averaged over all of parcel) (western portion)
	Residential III (mole portion)
	Water
	Waterfront Overlay
--Parcel 12	
Categories:	Residential IV
	Water
	Waterfront Overlay
--Parcel 13	
Categories:	Residential III
	Water
	<u>Waterfront Overlay</u>
--Parcel 14	

<u>Categories:</u>	<u>Residential V – (for the 1.38-acre “non-mole” portion of the parcel) and</u>
	<u>Residential III – (for the 0.67 acre “mole” portion of the parcel</u>
	<u>Waterfront Overlay</u>
--Parcel FF	
<u>Category:</u>	<u>Open Space</u>

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special development considerations:

-- Parcel 10 (nonmole portion)--Height category 5: Building height not to exceed 140 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 225 feet.

~~-- Parcel FF--Height category 1: Building height not to exceed 25 feet.~~

-- Parcel 12 (mole terminus portion)--Height category 2: Building height not to exceed 45 feet.

-- Parcel 10 (mole portion), Parcel 12 (western portion on mole), Parcel 13 (mole portion), Parcel 14 (mole portion)--Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

-- Parcel 14 – Height category 3

-- Parcel 15, --Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

--On Parcel FF, development of uses other than public parking shall be conditioned to provide replacement public parking on-site, or elsewhere in the marina on a one-to-two basis.

**22.46.1830 Panay Development Zone 4 Area (Exhibit 8).**

Parcels 15, 18, and 20, 21, 22, GR

Development allocation:	347 dwelling units
	75 congregate care units
	10 KSF retail
	76 boat slips
	Conversion potential
--Parcel 15	
Categories:	Residential IV
	Water
	Waterfront Overlay
--Parcel 18	
Categories:	Residential III (mole terminus)
	Residential IV (south side of mole road)
	Water
	Waterfront Overlay
--Parcel 20	
Categories:	Residential III
	Water
	Waterfront Overlay
--Parcel 21	
Categories:	Marine Commercial
	Water
	Waterfront Overlay
--Parcel 22	

Categories:	Hotel
	Waterfront Overlay
<del>--Parcel GR</del>	
Category:	Parking

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special development considerations:

-- Parcel 18 (mole terminus portion), Parcel 22, Parcel GR--Height category 2: Building height not to exceed 45 feet.

~~--Parcel 15, Parcel 18 (western portion along mole), Parcel 20, Parcel 21--~~  
Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

~~--Development on Parcel 22 shall provide shadow studies indicating the proposed development will not shadow the public beach on Parcel H between the hours of 9:00 a.m. and 5:00 p.m. after April 15th and before September 15th.~~

-- Deck parking structures may be provided on Parcel GR, limited to 45 feet maximum, consistent with the view and site design standards and requirements of this Specific Plan, including the requirement that any development provide shadow studies indicating the proposed development will not shadow the public beach on Parcel H between the hours of 9:00 a.m. and 5:00 p.m. after April 15th and before September 15th.

~~\* Editor's note: The changes made to this section by Ordinance 2001-0010 shall not take effect until Local Coastal Program Amendment Case No. 98-172-(4) has been certified by the California Coastal Commission pursuant to the provisions of the California Coastal Act of 1976, as amended to date.~~

**22.46.1835 Via Marina Area Development Zone 12 (Exhibit 16).**

Parcels 95, 100, 101, 102, 103, 104, DS, LLS, AL-1, K-6

<u>--Parcel 95</u>	
<u>Categories:</u>	<u>Visitor-Service Commercial</u>
	<u>Mixed Use Overlay</u>
<u>--Parcel 100</u>	
<u>Category:</u>	<u>Residential V</u>
<u>--Parcel 101</u>	
<u>Category:</u>	<u>Residential V</u>
<u>--Parcel 102</u>	
<u>Category:</u>	<u>Residential V</u>
<u>--Parcel 103</u>	
<u>Category:</u>	<u>Residential V</u>
<u>--Parcel 104</u>	
<u>Category:</u>	<u>Visitor-Serving/Convenience Commercial</u>
<u>--Parcel DS</u>	
<u>Category:</u>	<u>Open Space</u>
<u>--Parcel LLS</u>	
<u>Category:</u>	<u>Public Facilities</u>
<u>--Parcel AL-1</u>	
<u>Category:</u>	<u>Public Facilities</u>
<u>--Parcel K-6</u>	
<u>Category:</u>	<u>Residential V</u>

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special development considerations:

- Parcel DS--Height category 1: Building height not to exceed 25 feet.
- Parcels 104, AL-1, LLS--Height category 2: Building height not to exceed 45 feet.
- Parcels 100, 101, 102, 103, 104, K-6--Height category 6: Building height not to exceed 225 feet.
- Parcel 95--Height category 7: Building height with Visitor-Serving/Convenience Commercial not to exceed 45 feet; with the Mixed Use Overlay Zone option, building height not to exceed 140 feet.
- Any development on Parcel 95 exceeding 45 feet in height shall include street level entrances on Washington Street, internal recreation and commercial facilities.
- Any development on Parcel LLS shall include landscaping along Via Marina.

## **Development Zone No. 2**

### **22.46.1840 Palawan/Beach Area**Development Zone 5 (Exhibit 9).

Parcels 21, 22, 27, 28, 30, 33, 91, 97, 140, 141, 145, IR, HS, JS, NR, GR

Development allocation:	180 dwelling units
	200 hotel rooms/motel units
	42 KSF retail
	410 restaurant seats
	Conversion potential
--Parcel 21	
Categories:	<u>Marine Commercial/Public Parking</u>
	<u>Waterfront Overlay</u>
--Parcel 22	
Categories:	<u>Hotel</u>
	<u>Waterfront Overlay</u>
--Parcel 27	
Categories:	Hotel

1		Waterfront Overlay
2	--Parcel 28	
3	Categories:	Residential III
4		Water
5		Waterfront Overlay
6	--Parcel 30	
7	Categories:	Marine Commercial
8		Water
9		Waterfront Overlay
10	--Parcel 33	
11	Categories:	Visitor-Serving/Convenience Commercial
12		Water
13		Waterfront Overlay
14	--Parcel 91	
15	Categories:	Boat Storage
16		Water
17		<u>Waterfront Overlay</u>
18	--Parcel 97	
19	Categories:	Visitor-Serving/Convenience Commercial
20		Mixed Use Overlay
21	--Parcel 140	
22	Categories:	Residential V
23		Mixed Use Overlay
24	--Parcel 141	
25	Category:	Hotel
26	--Parcel 145	
27	Category:	Hotel
28	--Parcel IR	
29	Category:	<u>Parking/Open Space</u>



--Parcel H	
Category:	Open Space
--Parcel JS	
Category:	Open Space
--Parcel N	
Category:	Parking
--Parcel GR	
Category:	Public Parking

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan. On Parcel 30, any expansion less than or equal to 10 percent of the floor area existing at the time of the certification of the LCP in 1990 shall require the construction of a public pedestrian promenade, consistent with the 28-foot wide standard, along 50 percent of the length of the bulkhead; any expansion greater than 10 percent of the floor area existing at the time of the certification of the LCP in 1990 shall require the construction of a public pedestrian promenade, consistent with the 28-foot wide standard, along 100 percent of the length of the bulkhead.

Special development considerations:

-- Development on Parcel 22 shall provide shadow studies indicating the proposed development will not shadow the public beach on Parcel H between the hours of 9:00 a.m. and 5:00 p.m. after April 15th and before September 15th.

-- Parcels 27, 28, 30, 33, 91, H, IR, JS and N--Height category 2: Building height not to exceed 45 feet.

-- Parcel 140--Height category 4: Building height not to exceed 140 feet.

-- Parcels 141, 145--Height category 6: Building height not to exceed 225 feet.

-- Parcel 97--Height category 7: Building height with Visitor-Serving/Convenience Commercial not to exceed 45 feet; with the Mixed Use Overlay Zone option, building height not to exceed 140 feet.

-- New development shall preserve water views and avoid walling in the public beach. Redevelopment of the public beach parcels shall provide new views to the water from Admiralty Way and Via Marina.

-- Parcels 97 and 140 may be developed together as a design unit. In lieu of view corridors, any development on these Parcels 97 and 140 that exceeds 45 feet in height shall provide articulation, landscaping and design details that (1) provide a gateway to the Marina, (2) step back heights adjacent to Washington Street to provide a softened edge next to Venice, and (3) provide street level commercial development adjacent to Washington Street.

-- Development shall provide significant landscaping at ground level, particularly at the intersections of Admiralty Way with Palawan Way and Via Marina, to provide a park-like entry character to this high-intensity public use area.

-- In no event shall the total area devoted to boat storage, including mast-up storage and dry-stack storage, be decreased within the Palawan/Beach development zone.

#### **22.46.1850 Oxford Development Zone 6 (Exhibit 10).Area**

Parcels 125, 128, 129, ~~147~~OT, P, Q, RR

<del>Development allocation:</del>	<del>Fire station expansion</del>
	<del>Conversion potential</del>
--Parcel 125	
Categories:	Residential V (western portion)
	Hotel (eastern portion)
	Water
	Waterfront Overlay
--Parcel 128	

Category:	Water
--Parcel 129	
Categories:	Public Facilities
	Water
--Parcel OT147	
<del>Category</del> Categories:	<del>Parking</del> Senior Accommodations
	<u>Mixed Use Overlay</u>
--Parcel P	
Category:	Open Space
--Parcel Q	
Category:	Open Space
--Parcel RR	
Category:	Open Space

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

-- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special development considerations:

~~-- Parcel OT--development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces. An area on the easterly property line of Parcel OT shall be reserved for future construction of a connector from Admiralty Way to Washington Street, if necessary. Height category 4: Building height not to exceed 140 feet.~~

-- Parcel 125 (western portion)--Height category 6: Building height not to exceed 225 feet.

-- Parcels 125 (easternmost 300 feet), 129, P, Q, RR--Height category 7: Building height not to exceed 40 feet.

-- Parcel 147 – Building Height not to exceed 75 feet on Admiralty and 85 feet on Washington Blvd.

**Development Zone No. 3**

**22.46.1860 Admiralty AreaDevelopment Zone 7 (Exhibit 11).**

Parcels 40, 94, 130, 131, 132, 133, 134, SS

Development allocation:	200 hotel rooms
	275 restaurant seats
	32 KSF office
	3 KSF library expansion
	Conversion potential
--Parcel 40I	
Category:	Public Facilities
--Parcel 94	
Category:	Parking
--Parcel 130	
Categories:	Visitor-Serving/Convenience Commercial
	Waterfront Overlay
--Parcel 131	
Categories:	Visitor-Serving/Convenience Commercial
	Waterfront Overlay
--Parcel 132	
Categories:	Marine Commercial (mole portion)
	Hotel (Admiralty Way portion)

	Water
	Waterfront Overlay
--Parcel 133	
Categories:	Visitor-Serving/Convenience Commercial
	Waterfront Overlay
--Parcel 134	
Categories:	Office
	Waterfront Overlay
--Parcel SS	
Category:	Open Space

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

-- On Parcel 132, any redevelopment or expansion in excess of 10 percent of the floor area existing at the time of the certification of the LCP in 1990 shall require the construction of a pedestrian promenade, consistent with the 28-foot-wide standard, along 50 percent of the length of the bulkhead; expansion in excess of 20 percent of the floor area existing at the time of the certification of the LCP in 1990 shall require the construction of a public pedestrian promenade, consistent with the 28-foot-wide standard, along 100 percent of the length of the bulkhead.

-- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special development considerations:

-- Parcels 40, 132 (mole portion)--Height category 2: Building height not to exceed 45 feet.

-- Parcel 134--Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

-- Parcels 132 (nonmole, nonpanhandle portion), 133--Height category 4: Building height not to exceed 140 feet.

-- Parcels 130, 131, 132 (panhandle portion), SS--Height category 7: Building height not to exceed 40 feet.

**22.46.1870 Bali Area Development Zone 8 (Exhibit 12).**

Parcels 41, 42, 43, 44, 75, 76, 150, UR

Development allocation:	382 hotel rooms
	40 KSF conference center
	75 KSF visitor-serving commercial
	3 KSF marine science
	500 restaurant seats
	Ferry terminal site
	86 boat slips
	Conversion potential
--Parcel 41	
Categories:	Marine Commercial
	Water
	Waterfront Overlay
--Parcel 42	
Categories:	Hotel
	Water
	Waterfront Overlay
--Parcel 43	
Categories:	Visitor-Serving/Convenience Commercial
	Water

		Waterfront Overlay
--Parcel 44		
Categories:		Marine Commercial (adjacent to Admiralty Way)
		Boat Storage (southernmost portion adjacent to Admiralty Way)
		Visitor-Serving/Convenience Commercial (mole)
		<u>Waterfront Overlay</u>
		Water
--Parcel 75		
Categories:		Hotel
		Mixed Use Overlay
--Parcel 76		
Category:		Office
--Parcel 150		
Category:		Office
--Parcel UR		
<del>Categories</del> <u>Category:</u>		<del>Marine Commercial</del> <u>Public Parking</u>

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

-- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special development considerations:

-- Parcels 42, 43 (mole terminus portion)--Height category 2: Building height not to exceed 45 feet.

-- Parcels 41, 43 (mole road portion), 44, UR--Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

-- Parcels 75, 76, 150--Height category 6: Building height not to exceed 225 feet.

-- On Parcel UR, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces. Turf block on-site can be considered for a portion of these spaces.

**22.46.1880 Mindanao AreaDevelopment Zone 9 (Exhibit 13).**

Parcels 47, 48, 49M, 49R, 49S, 50, 52, 53, 54, 77, 83, EE, GG

Development allocation:	14.5 KSF retail
	26 KSF office
	Conversion potential
--Parcel 47	
Categories:	Marine CommercialOpen Space
	Water
	Waterfront Overlay
--Parcel 48	
Category:	Water
--Parcel 49M	
Categories:	Parking/Public Facilities
	Water
	Waterfront Overlay
--Parcel 49R	
Categories:	Boat Storage/Visitor-Serving Commercial
	Water
	Waterfront Overlay
--Parcel 49S	



1	Categories:	Boat Storage/ <u>Visitor-Serving Commercial</u>
2		Water
3		<u>Waterfront Overlay</u>
4	--Parcel 50	
5	Category:	Visitor-Serving/Convenience Commercial
6	--Parcel 52	
7	Categories:	<del>Public Facilities</del> <u>Boat Storage</u>
8		Water
9		<u>Waterfront Overlay</u>
10	--Parcel 53	
11	Categories:	Marine Commercial
12		Water
13		Waterfront Overlay
14	--Parcel 54	
15	Categories:	Marine Commercial
16		Water
17		Waterfront Overlay
18	--Parcel 77	
19	Categories:	<del>Boat Storage</del> <u>Open Space/Public Facilities</u>
20		Water
21		<u>Waterfront Overlay</u>
22	--Parcel 83	
23	Category:	<del>Visitor-Serving/Convenience Commercial</del>
24	--Parcel EE	
25	Categories:	Open Space
26		Water
27	--Parcel GG	
28	Categories:	<del>Public Facilities</del>
29		<del>Water</del>

1 Required public improvements:

2 -- A continuous 28-foot-wide pedestrian promenade shall be provided and  
3 maintained along all bulkheads.

4 -- On Parcels 52, GG, 53 and 54, said promenade shall only be constructed  
5 along the water if determined to be safe, ~~and shall connect the promenade to Fiji Way~~  
6 Access to the waterfront shall be provided along the property line between Parcels 52  
7 and 53. A view park shall be constructed in lieu of the promenade. Seating and  
8 landscaping shall be provided along the bulkheads consistent with Section 22.46.1060  
9 of this Specific Plan.

10 -- In the event that a dry stack boat storage facility is not constructed on Parcel  
11 52, no other use may be established on the parcel until such time as a new site for a dry  
12 stack facility is designated in Marina del Rey.

13 -- The regional bicycle trail shall be retained or reconstructed as part of any  
14 redevelopment affecting these parcels.

15 -- Redevelopment on Parcel 47 shall be conditioned to require pedestrian access  
16 from Mindanao Way to the pedestrian promenade.

17 Special development considerations:

18 -- Parcel EE--Height category 1: Building height not to exceed 25 feet.

19 -- Parcels 47, 49M, 49R, 49S, 50, 77 and 83--Height category 2: Building height  
20 not to exceed 45 feet.

21 --Parcels 49M, 49R, 49S and 77 may be developed as a unit, with blending of  
22 uses within the parcels and between the parcels. The launch ramp must be  
23 incorporated into any proposed project for these parcels or must be relocated prior to  
24 development of the parcels. Any proposal which add Visitor-Serving/Convenience  
25 Commercial uses to these parcels must also add urban open space as required by  
26 Section 22.46.1410.E.

-- Parcels 52, 53, and 54, ~~and GG~~--Height category 3: Building height not to  
exceed 45 feet, unless an expanded view corridor is provided in accordance with

Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet, except that boat hoists may exceed this height.

-- In no event shall the total area devoted to boat storage, including mast-up storage and dry-stack storage, be decreased within the Mindanao development zone Area.

**22.46.1890 Fisherman's Village Area Development Zone 10 (Exhibit 14).**

Parcels 55, 56, 61, BB, W

Development allocation:	20 KSF retail
	350 restaurant seats
	Ferry terminal site
	Conversion potential
--Parcel 55	Marine Commercial
Categories:	Water
	Waterfront Overlay
--Parcel 56	
Categories:	Visitor-Serving/Convenience Commercial
	Water
	Waterfront Overlay
--Parcel 61	
Categories:	Visitor-Serving/Convenience Commercial
	Water
	Waterfront Overlay
--Parcel BB	
Category:	Water
--Parcel W	
Categories:	Parking

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

-- Development adjacent to the new channel entrance for the Area A boat basin shall provide view areas of the main channel and new Marina basin.

Special development considerations:

-- Parcels 55, 61--Height category 2: Building height not to exceed 45 feet.

-- Parcels 56, W--Height category 3: Building height not to exceed 45 feet, unless an expanded view corridor is provided in accordance with Section 22.46.1060 in which case the height shall not exceed a maximum of 75 feet.

-- Parcels 56 and W may be developed as one unit, provided that public views are maintained and equivalent public parking is reserved and provided in addition to commercial parking.

**22.46.1900 Harbor Gateway Area Development Zone 11 (Exhibit 15).**

Parcels 62, 64, 65

Development allocation:	255 dwelling units
	34 boat slips
	Conversion potential
--Parcel 62	
Categories:	Public Facilities
	Water
	<u>Open Space</u>
--Parcel 64	
Categories:	Residential V
	Water
	Waterfront Overlay
--Parcel 65	
Categories:	Boat Storage

	Water
--	-------

Required public improvements:

-- A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads, except Parcel 62 for safety reasons where the accessway shall be routed inland of the Sheriff's station and boat hoists. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special development considerations:

-- Parcels 62, 65--Height category 2: Building height not to exceed 45 feet.  
 -- Parcel 64--Height category 4: Building height not to exceed 140 feet.  
 -- Docking facilities may be provided as needed on Parcel 62 for harbor patrol and Coast Guard uses.

**~~22.46.1910 Via Marina Development Zone 12 (Exhibit 16).~~**

~~Parcels 95, 100, 101, 102, 103, 104, DS, LLS, AL-1, K-6~~

Development allocation:	530 dwelling units
	30 KSF retail
	340 restaurant seats
	Conversion potential
--Parcel 95	
Categories:	Visitor-Serving/Convenience Commercial
	Mixed Use Overlay
--Parcel 100	
Category:	Residential V
--Parcel 101	
Category:	Residential V
--Parcel 102	
Category:	Residential V

<del>--Parcel 103</del>	
Category:	Residential V
<del>--Parcel 104</del>	
Category:	Visitor-Serving/Convenience Commercial
<del>--Parcel DS</del>	
Category:	Open Space
<del>--Parcel LLS</del>	
Category:	Public Facilities
<del>--Parcel AL-1</del>	
Category:	Public Facilities
<del>--Parcel K-6</del>	
Category:	Residential V

~~Required public improvements:~~

~~--A continuous 28-foot wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.~~

~~Special development considerations:~~

~~--Parcel DS--Height category 1: Building height not to exceed 25 feet.~~

~~--Parcels 104, AL-1, LLS--Height category 2: Building height not to exceed 45 feet.~~

~~--Parcels 100, 101, 102, 103, K-6--Height category 6: Building height not to exceed 225 feet.~~

~~--Parcel 95--Height category 7: Building height with Visitor-Serving/Convenience Commercial not to exceed 45 feet; with the Mixed Use Overlay Zone option, building height not to exceed 140 feet.~~

~~--Any development on Parcel 95 exceeding 45 feet in height shall include street level entrances on Washington Street, internal recreation and commercial facilities.~~

--Any development on Parcel LLS shall include landscaping along Via Marina.

**22.46.1920 North Shore AreaDevelopment Zone 13 (Exhibit 17).**

Parcel XT

Development allocation:	None
--Parcel XT	
Category:	Open Space

**22.46.1930 Fiji Way AreaDevelopment Zone 14 (Exhibit 18).**

Parcels 51, 200

Development allocation:	2 KSF retail
--Parcel 51	
Category:	Visitor-Serving/Convenience Commercial
--Parcel 200	
Category:	Public Facilities

Special development considerations:

-- Parcels 51, 200--Height category 2: Building height not to exceed 45 feet.

**22.46.1940 Reserved.**

**22.46.1950 Coastal improvement fund.**

1 A. A coastal improvement fund is established to finance construction of local park  
2 facilities in the Marina del Rey area. New park facilities will mitigate the impacts of new  
3 residential development on the regional recreational resources of the Marina and  
4 adjacent beaches. The fund will be generated by charging a fee per unit for new  
5 residential units in the existing Marina.

6 Each subsequent development application to construct new residential units in  
7 Marina del Rey shall contribute its calculated share to the coastal improvement fund to  
8 provide funds for construction of local park facilities in Marina del Rey. The coastal  
9 improvement fund may be used for projects identified in subsection C of this sSection.

10 B. Discussion. Additional residential development will place a burden on the  
11 regional recreational resources of the Marina and adjacent areas as new residents  
12 utilize these resources to fulfill local recreation needs. Creation and improvement of new  
13 park lands and public access areas to serve the new residential population will mitigate  
14 the adverse impacts of additional residential development on regional facilities. The  
15 coastal improvement fund will provide a mechanism to collect fees to be used for the  
16 development of new park and public access facilities in the existing Marina.

17 The Specific Plan allocates a total of 2,420 additional dwelling units for the  
18 existing Marina. The average occupancy for apartment dwelling units in the Marina del  
19 Rey area is 1.5 residents per unit, according to the 1990 Census. Based on these  
20 figures, residential development is expected to add 3,630 residents to the existing  
21 Marina.

22 The Los Angeles County General Plan establishes a local park standard of four  
23 acres per 1,000 population. Application of this standard against the increased  
24 population results in a local park need of 14.5 acres in the existing Marina. These  
25 acreages are attributed to the new development only and do not include acreages which  
26 are part of the local park space deficit for existing development.

Improvement of ~~Parcel FF as a 2-acre park and improvement of Parcel P as a~~  
10.27-acre open space area with public access will create 120.7 acres of new local park  
open space and public amenities in the existing Marina. Additionally, the County  
intends to add 7.1 acres to Chace Park, bring the total added acreage to 17.8 acres.



1 resulting in a 1.8-acre deficit. Improvement of another 1.8-acre site would fulfill the local  
2 park need of new development. However, a more feasible alternative is the  
3 improvement of the 12.7 acres (Parcels FF and P) with amenities is equal in value to  
4 the cost of improving the entire 14.5 acres. This will mitigate local park needs  
5 attributable to new development and is preferable to development of another 1.8-acre  
6 site.

7 Improvement of land for local park space will cost \$100,000.00 per acre. This  
8 cost includes the improvements identified in subsection (C)(1)C.1 of this sSection. The  
9 cost of improvements, therefore, is calculated at the rate of \$100,000.00 per acre,  
10 yielding a total cost of \$1,450,000.00 for improvement of 14.5 acres in the existing  
11 Marina.

12 The coastal improvement fund fee is determined as follows: \$1,450,000.00 total  
13 funds needed spread over 2,420 residential units results in a cost of \$600.00 per  
14 dwelling unit.

15 C. Use of the Fund. The following uses of the coastal improvement fund will be  
16 allowed:

17 1. Park and public access facilities, including, but not limited to:

- 18 -- Bicycle paths;
- 19 -- Community buildings;
- 20 -- Drinking fountains;
- 21 -- Interpretive displays;
- 22 -- Irrigation;
- 23 -- Jogging paths;
- 24 -- Landscaping;
- 25 -- Parking lots;
- 26 -- Pedestrian promenades;
- Picnic tables and benches;
- Playgrounds;

- Recreation centers;
- Recreational fields;
- Restroom facilities;
- Turf;
- View decks and areas;
- Walkways.

2. Acreage. Funds accumulated by payment of the coastal improvement fund fee from development in the existing Marina shall be used to construct any of the facilities identified in subsection ~~(C)(1)~~C.1 of this sSection on 12.7 acres of local park land and public access area in the existing Marina identified in this Specific Plan respectively as Parcel FF and Parcel P.

D. Project Credit. Development projects may be credited from payment of the calculated coastal improvement fund fee at the rate of \$2.30 credit for every square foot of improved public open space provided on-site. Improvements qualifying for credit shall be only those identified in subsection ~~(C)(1)~~C.1 of this sSection. A contiguous 500 square feet shall be the minimum size open space area to receive credit under this project credit option.

E. Reimbursement. Fee payments made at the rate established herein shall be subject to partial reimbursement, on a pro rata basis, in the event that ultimate park improvement costs fall below those presently calculated.

#### **22.46.1960 Youth hostel fund.**

A. A youth hostel fund will be established to encourage new low-cost overnight accommodations in the Marina del Rey area. The fund will be generated by charging a fee per unit for new hotel units in the existing Marina (Phase II).

Each subsequent development application to construct new hotel rooms in Marina del Rey shall participate in and contribute its fair calculated share to an appropriate financing program to provide funds for youth hostel construction in the

1 Marina area. The youth hostel fund may be used for projects identified in subsection E  
2 of this sSection.

3 B. Discussion. Low-cost visitor-serving accommodations in Marina del Rey are  
4 highly outnumbered by high-cost hotels, condominiums, and apartments. The certified  
5 LUP determined that these high-cost accommodations can be mitigated by providing  
6 funds to be used for creation of new, lower-cost overnight accommodations in the  
7 Marina area. The youth hostel fund responds to the LUP's recreation and visitor-serving  
8 facilities policy to provide these accommodations.

9 Hotel development allowed by Phase I in the existing Marina has already  
10 provided approximately \$1,000,000.00 in funds for youth hostel accommodations,  
11 including contributions toward a youth hostel under construction in Santa Monica.  
12 However, the burden of mitigating high-cost accommodations should not be limited to  
13 Phase I development; Phase II hotels, therefore, are required to contribute to the youth  
14 hostel fund.

15 C. Assessment. Each developer who opts to contribute to a youth hostel fund, in  
16 lieu of provision of low and moderate-cost overnight accommodations on-site, shall  
17 contribute the prorated share of the acquisition and construction of a moderate-cost  
18 facility. Said contribution shall be at a rate of one-tenth of the current cost of acquisition  
19 and construction of one bed and one bed's share of appurtenant supporting facilities  
20 including bathrooms and kitchens) per every 10 market rate hotel rooms constructed.

21 D. Limitations. The fund shall be deposited in a separate interest-bearing account  
22 and shall be spent only for the purposes outlined in subsection E of this sSection. If  
23 after a period of five years, the monies have not been spent, the county shall return for  
24 an LCP amendment to determine alternative low and moderate cost accommodations.

25 E. Use of the Fund. The fund shall be expended only on lower-cost overnight  
26 accommodations in the Marina del Rey area such as:

- Youth hostels;
- Elder hostels;
- Lower-cost group conference accommodations;

-- Campgrounds.

### **22.46.1970 Coastal improvement fund fee.**

A. Purpose. The Los Angeles County coastal improvement fund and fee is hereby established to finance construction of local park facilities in existing Marina del Rey. The fund implements recreation and visitor-serving facilities policies set forth in the Marina del Rey Land Use Plan. Implementation of the fund will mitigate the impacts of new residential development on coastal access, visitor-serving and coastal-dependent uses.

B. Coastal Improvement Programs Specified. The Marina del Rey Specific Plan identifies specific facilities which may be financed through the coastal improvement fund to mitigate the impacts of residential development in the existing Marina. The facilities include:

1. Park and public access facilities, including, but not limited to:

- Bicycle paths;
- Community buildings;
- Drinking fountains;
- Interpretive displays;
- Irrigation;
- Jogging paths;
- Landscaping;
- Parking lots;
- Pedestrian promenades;
- Picnic tables and benches;
- Playgrounds;
- Recreation centers;
- Recreational fields;

- Restroom facilities;
- Turf;
- View decks and areas;
- Walkways.

2. Acreage. Funds accumulated by payment of the coastal improvement fund fee from development in the existing Marina shall be used to construct any of the facilities identified in subsection A of this ~~s~~Section on 12.7 acres of local park land and public access area in the existing Marina identified in the Specific Plan respectively as Parcel FF and Parcel P.

C. Establishment of Fund. The coastal improvement fund shall be established based upon fees charged for the construction of new residential units anywhere in existing Marina del Rey. Said fees shall be required as a condition of approval for development in the areas specified above; fees shall be collected prior to the issuance of building permits.

D. Calculation of Fee. The coastal improvement fund fee shall be based on the calculation of the net increase in residential units. The fee in dollars shall be figured as follows:

Fee = Number of new residential units multiplied by 600.

E. Use of the Fund. The fees collected shall be deposited in a separate, interest-bearing account constituting the Los Angeles County coastal improvement fund. Other money which may accrue to the fund from sources other than the fee will similarly be deposited in the Los Angeles County coastal improvement fund. The fund will be administered jointly by the directors of the department of beaches and harbors and regional planning. The fund will be utilized exclusively for financing improvements listed in Section 2.

F. Project Credit. Development projects may be credited from payment of the calculated coastal improvement fund fee at the rate of \$2.30 credit for every square foot of improved public open space provided on-site. Improvements qualifying for credit shall

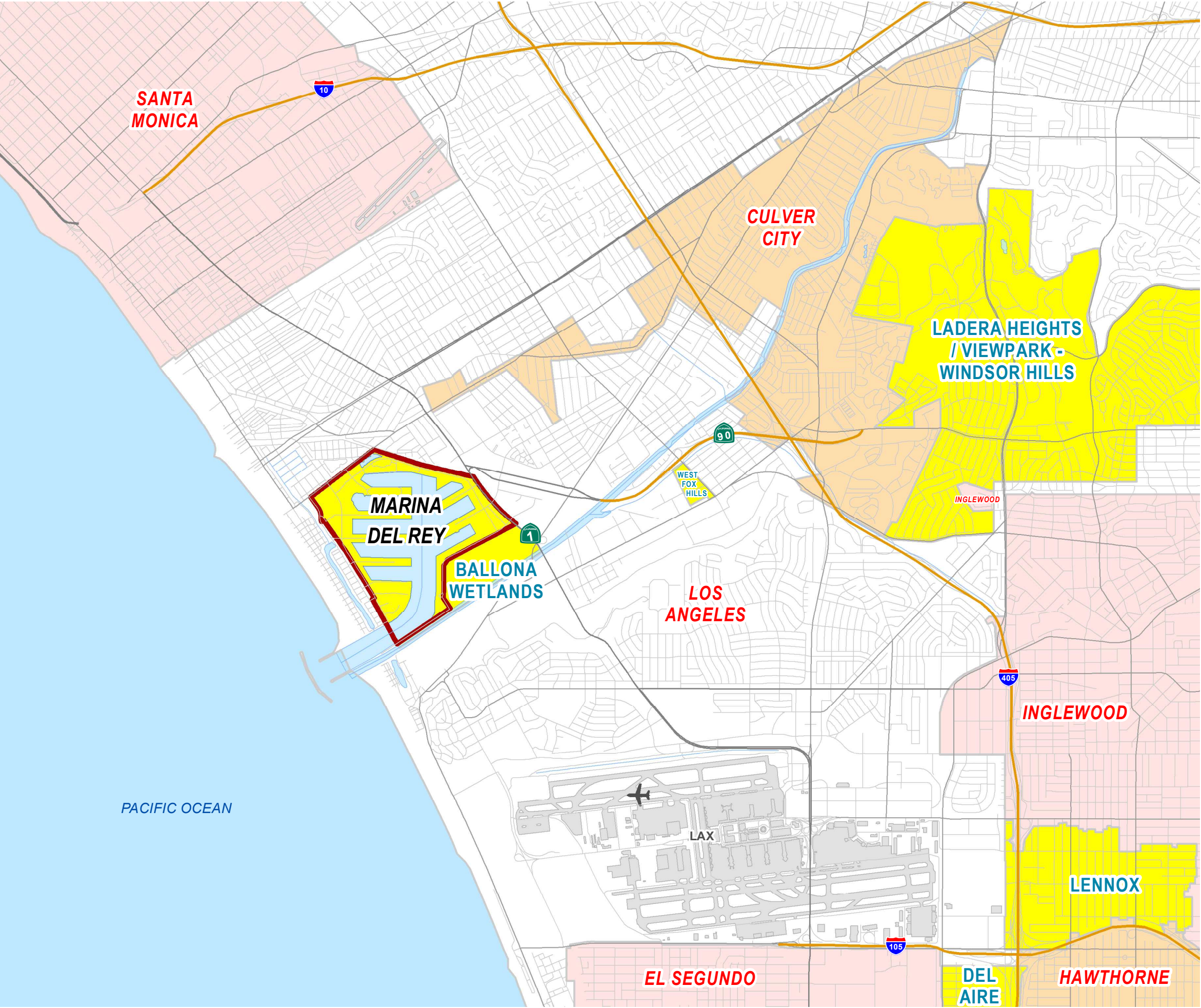
1 be only those identified in subsection A of Section 2. A contiguous 500 square feet shall  
2 be the minimum size open space area to receive credit under this project credit option.

3 G. Reimbursement. Fee payments made at the rates established herein shall be  
4 subject to partial reimbursement, on a pro rata basis, in the event that ultimate park  
5 improvement costs fall below those presently calculated.

6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26

DRAFT





**MARINA DEL REY**

**Regional Vicinity**

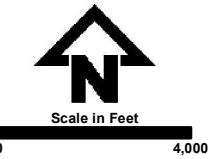
**LEGEND**

- Freeways
- Highways
- Arterials
- River, Stream or Channel
- Marina Del Rey LCP Area
- Airports
- Unincorporated Area
- Incorporated City
- Perennial Water Body
- Pacific Ocean



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MARINA DEL REY

LCP Area

LEGEND

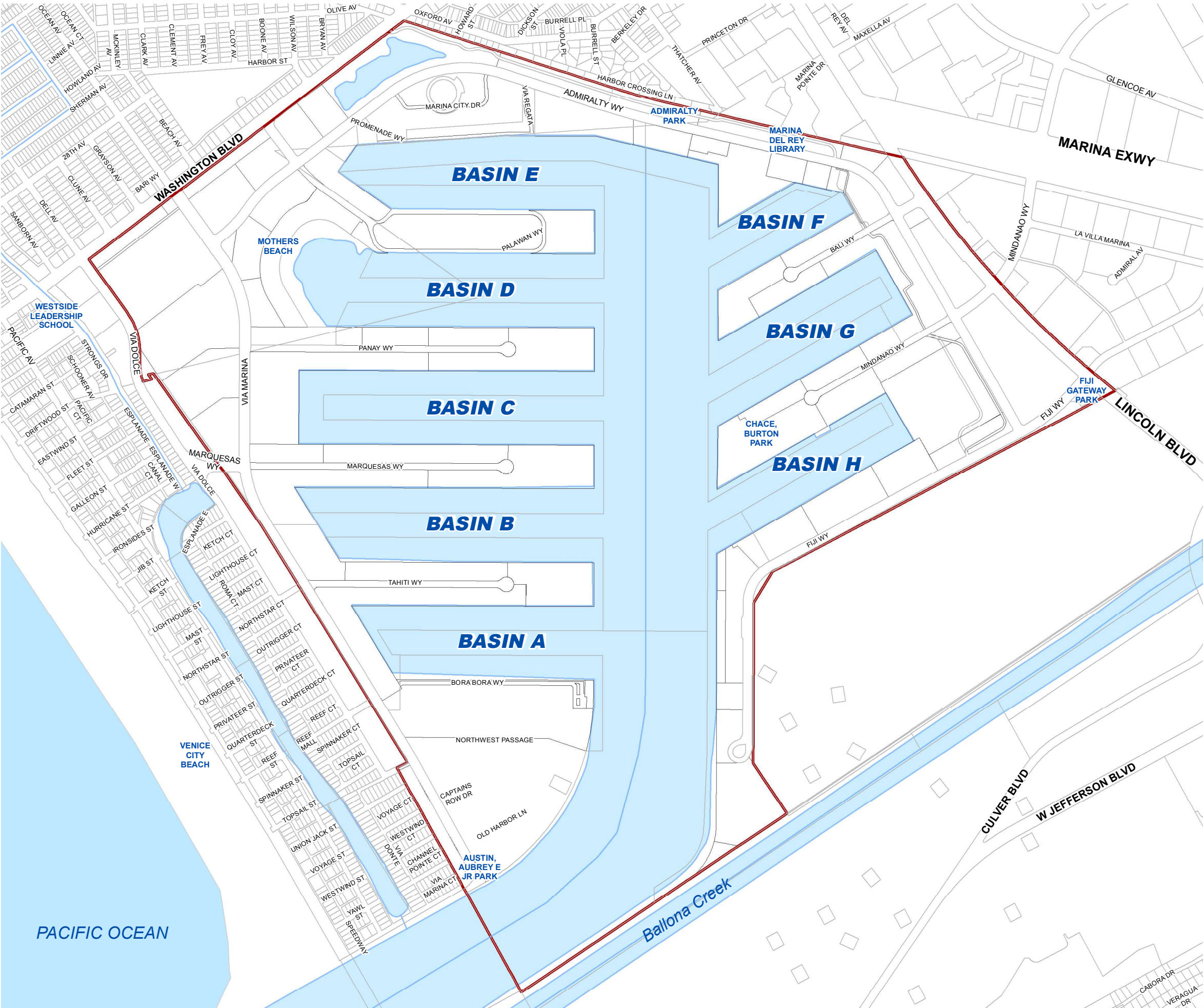
- River, Stream or Channel
- Lease Parcels LCP
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean

NOTE:  
EXISTING MARINA DEL REY - 804 Acres  
( 401 Land, 403 Water )



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MARINA DEL REY

Lease Parcel Designations

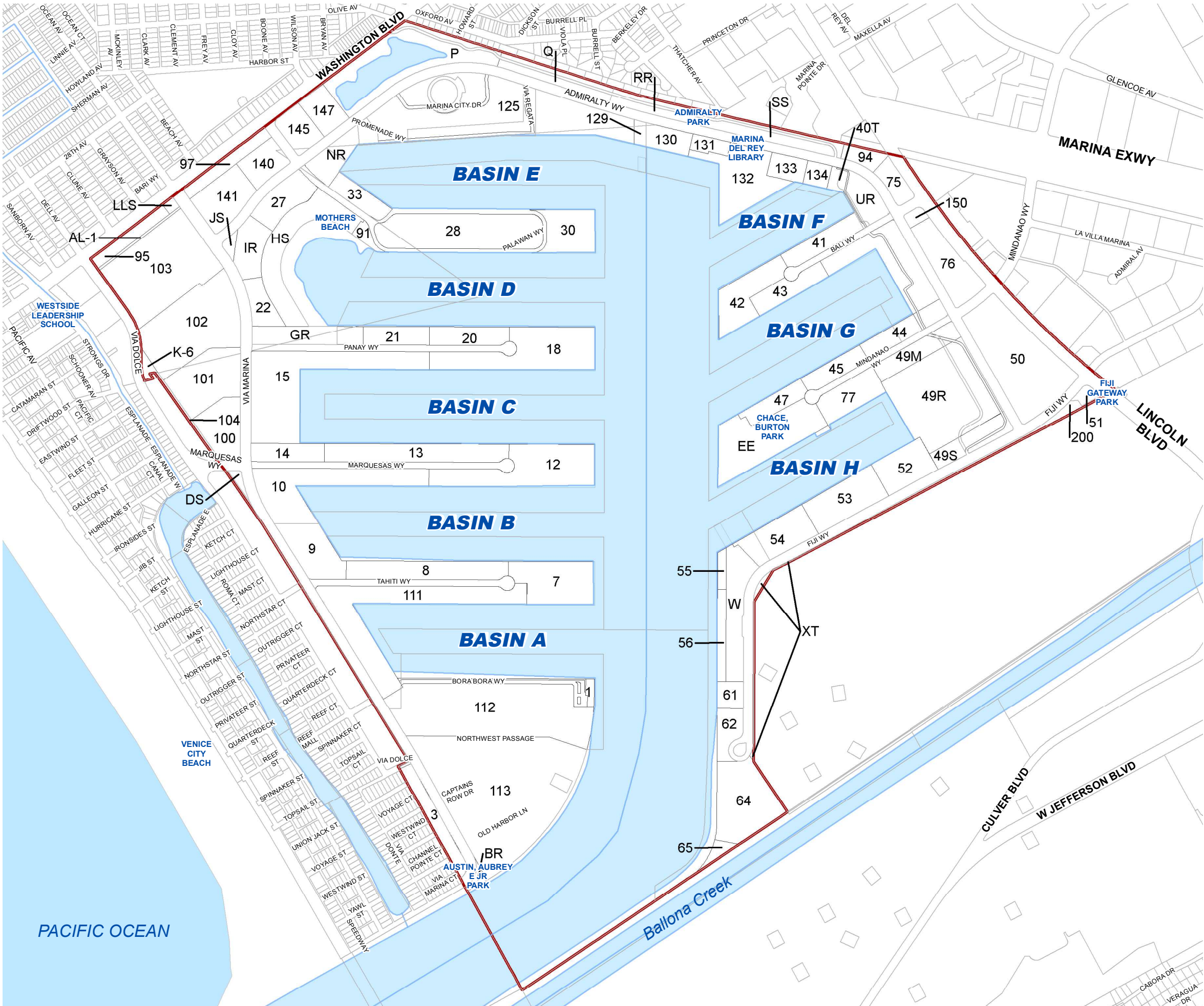
LEGEND

- River, Stream or Channel
- Lease Parcels LCP
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean

Current as of: August 2010



LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MARINA DEL REY

Existing and Potential Shoreline Access

LEGEND

Shoreline Access

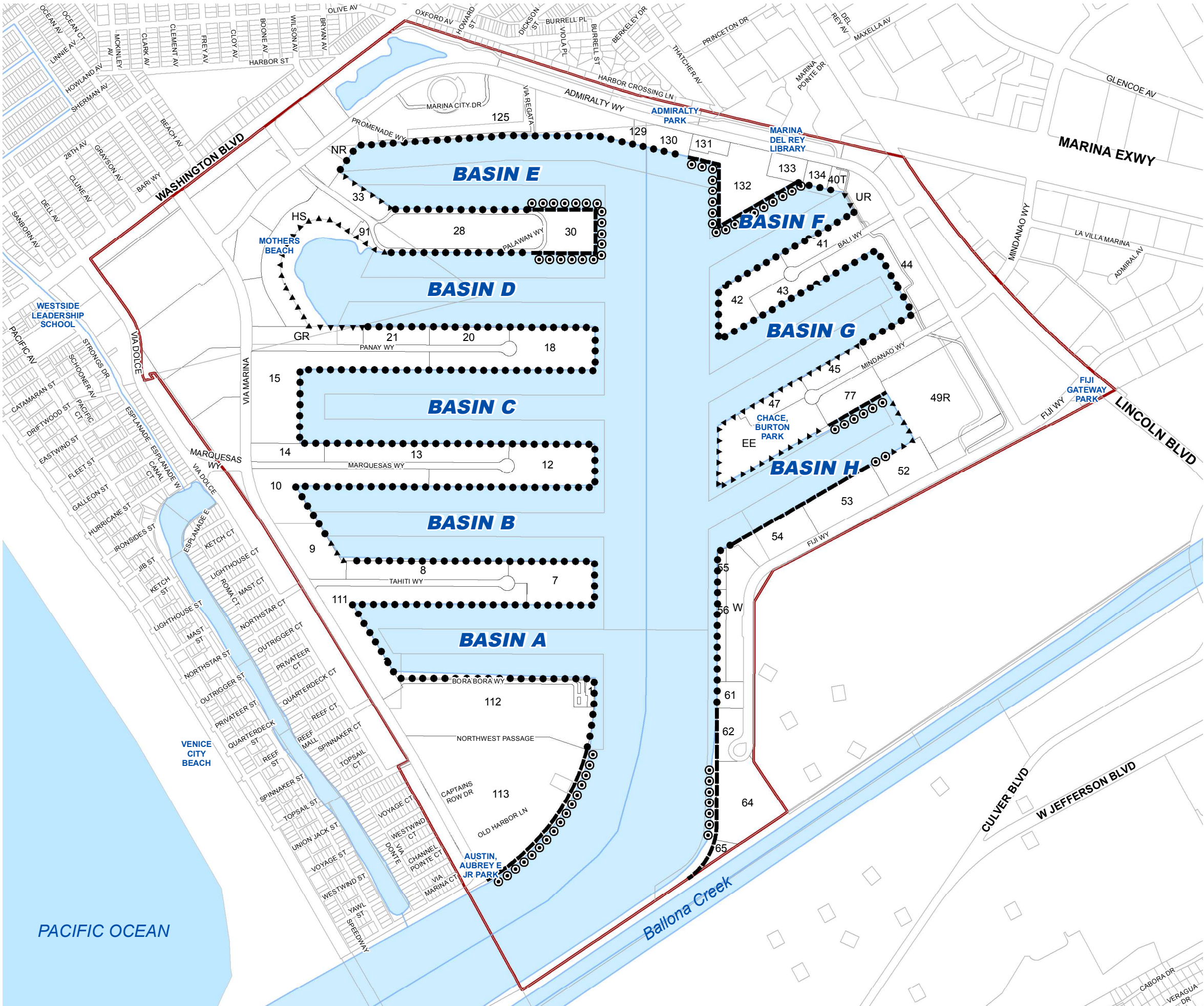
- Open To Public (Private Leasehold)
- ▲▲▲ Open To Public (County Controlled)
- Restricted Access
- ⊙⊙⊙ Potential Access

- River, Stream or Channel
- Lease Parcels LCP
- ▭ Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MARINA DEL REY

Existing / Proposed Visitor-Serving Facilities

LEGEND

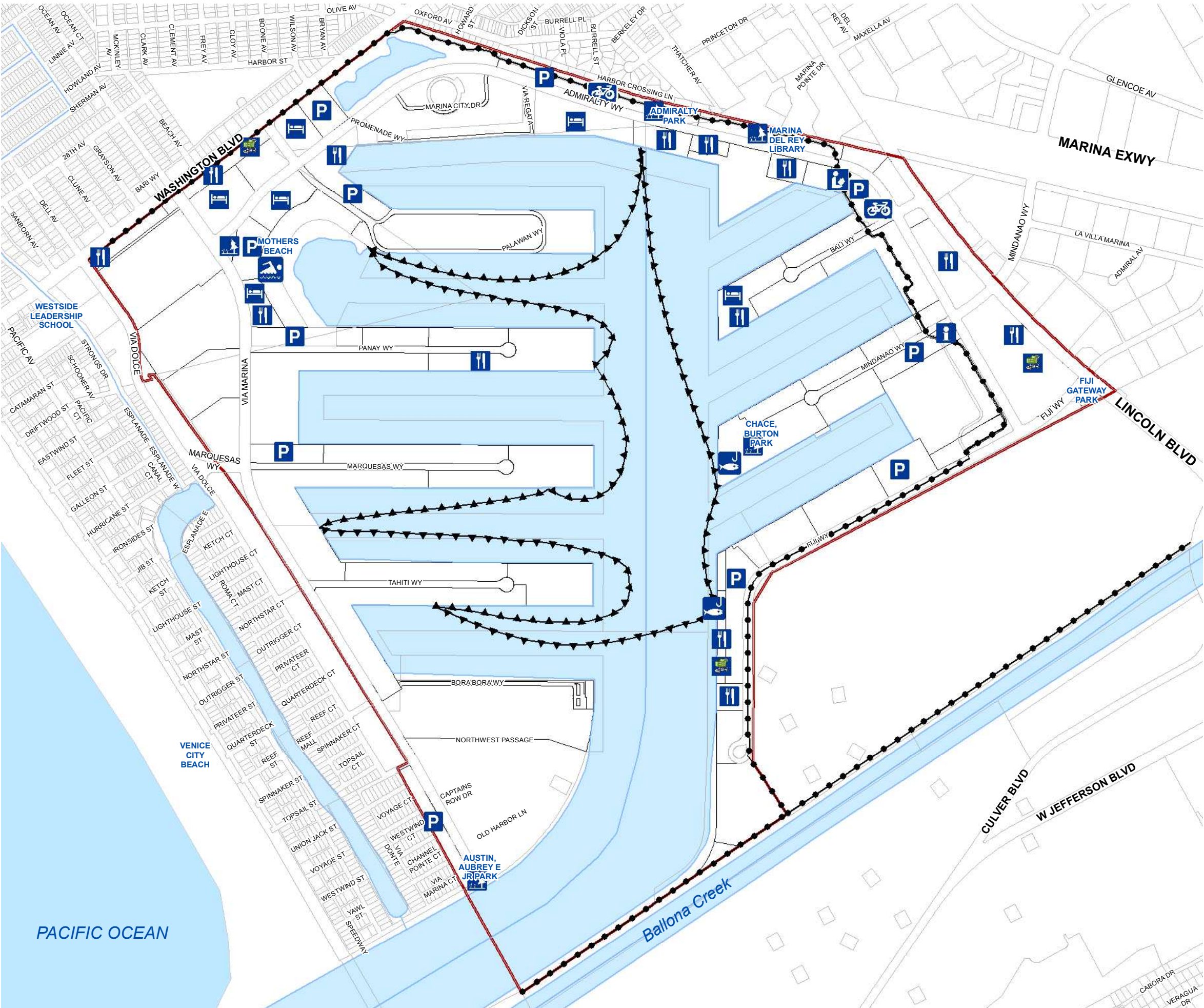
- Public Parking
- Hotel
- Restaurant
- Shopping
- Public Park
- Public Beach
- Marina Information Center
- Public Library
- Bike Lockers
- Fishing Docks
- WaterBus Route (Seasonal)
- Bike Path
- River, Stream or Channel
- Lease Parcels LCP
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean

NOTE:  
Check with the Marina Del Rey Visitor Center for a list of current facilities and locations



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012












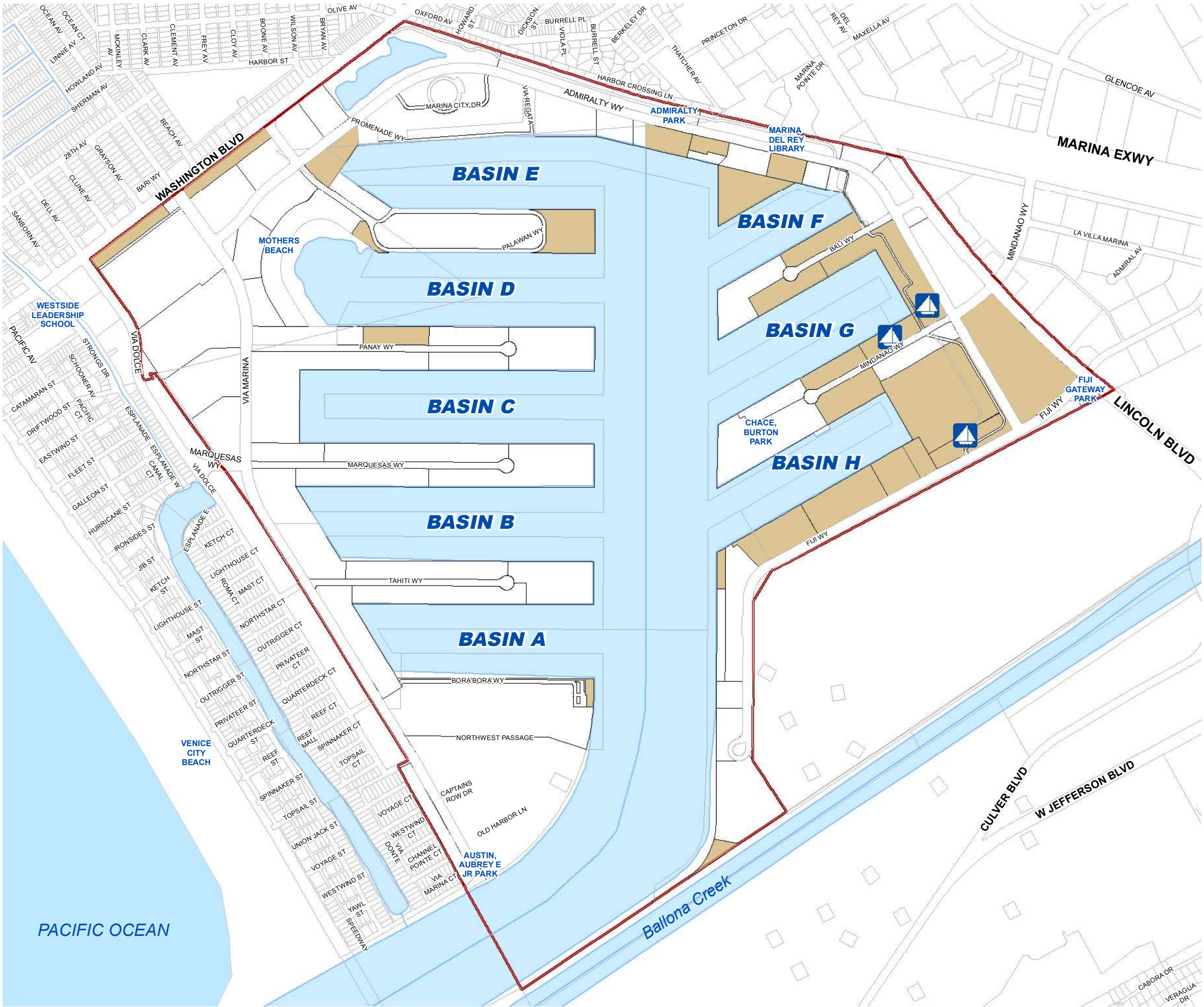
Los Angeles County

MARINA DEL REY

Permitted Public Dry Storage Areas

LEGEND

-  Mast-Up Storage
-  River, Stream or Channel
-  Lease Parcels LCP
-  Marina Del Rey LCP Area
-  Permitted Public Dry Storage Areas
-  Perennial Water Body
-  Pacific Ocean



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MARINA DEL REY

Boating-Related Support Facilities

LEGEND

Boating-Related Support Facilities

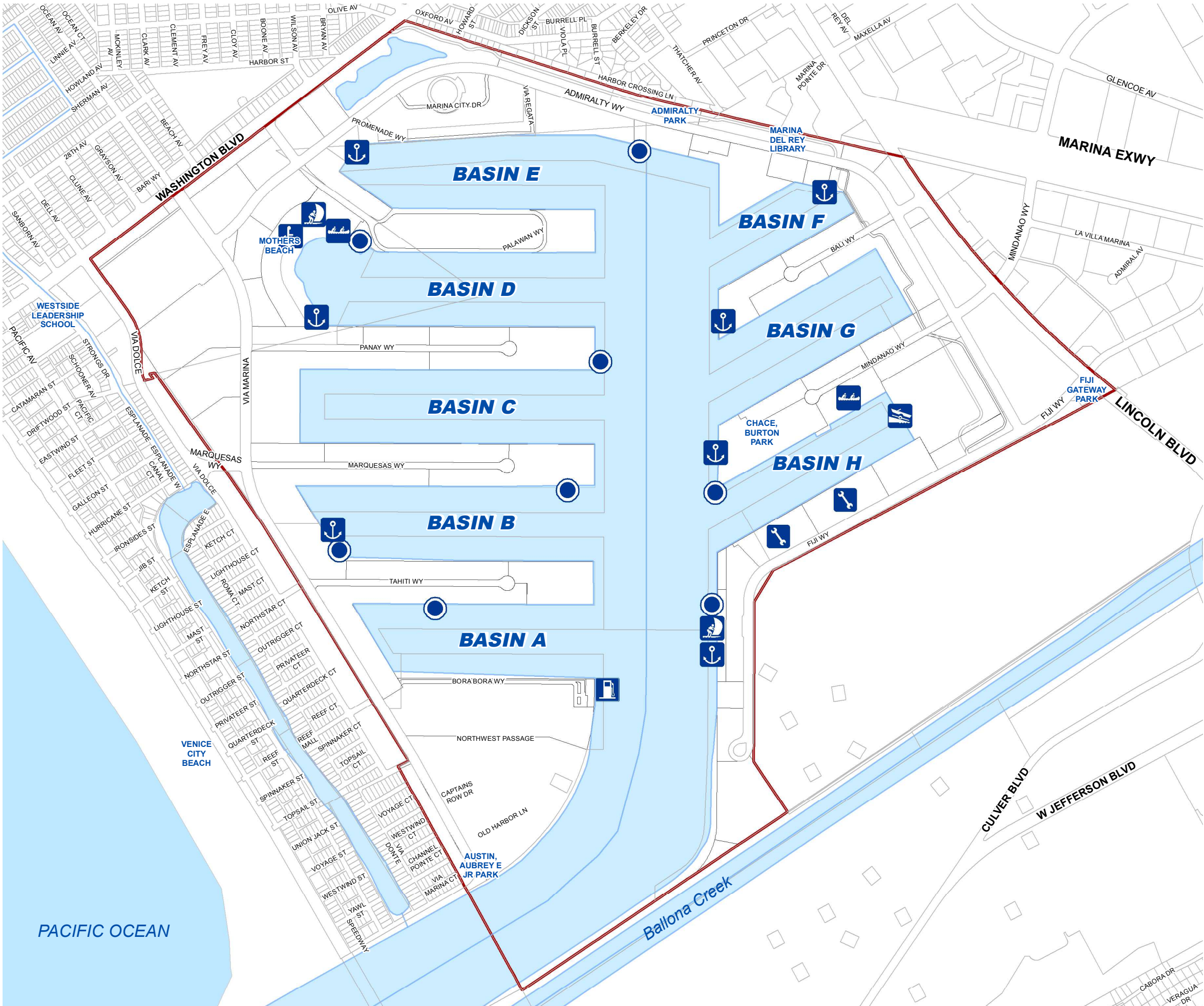
- WaterBus Stop
- Boat Yard
- Fuel Dock
- Watercraft Rental
- Kayak/Canoe Storage
- ADA Beach Access
- Public Launch Ramp
- Guest, Transient and Dinghy Docks

- River, Stream or Channel
- Lease Parcels LCP
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MARINA DEL REY

Land Use Plan

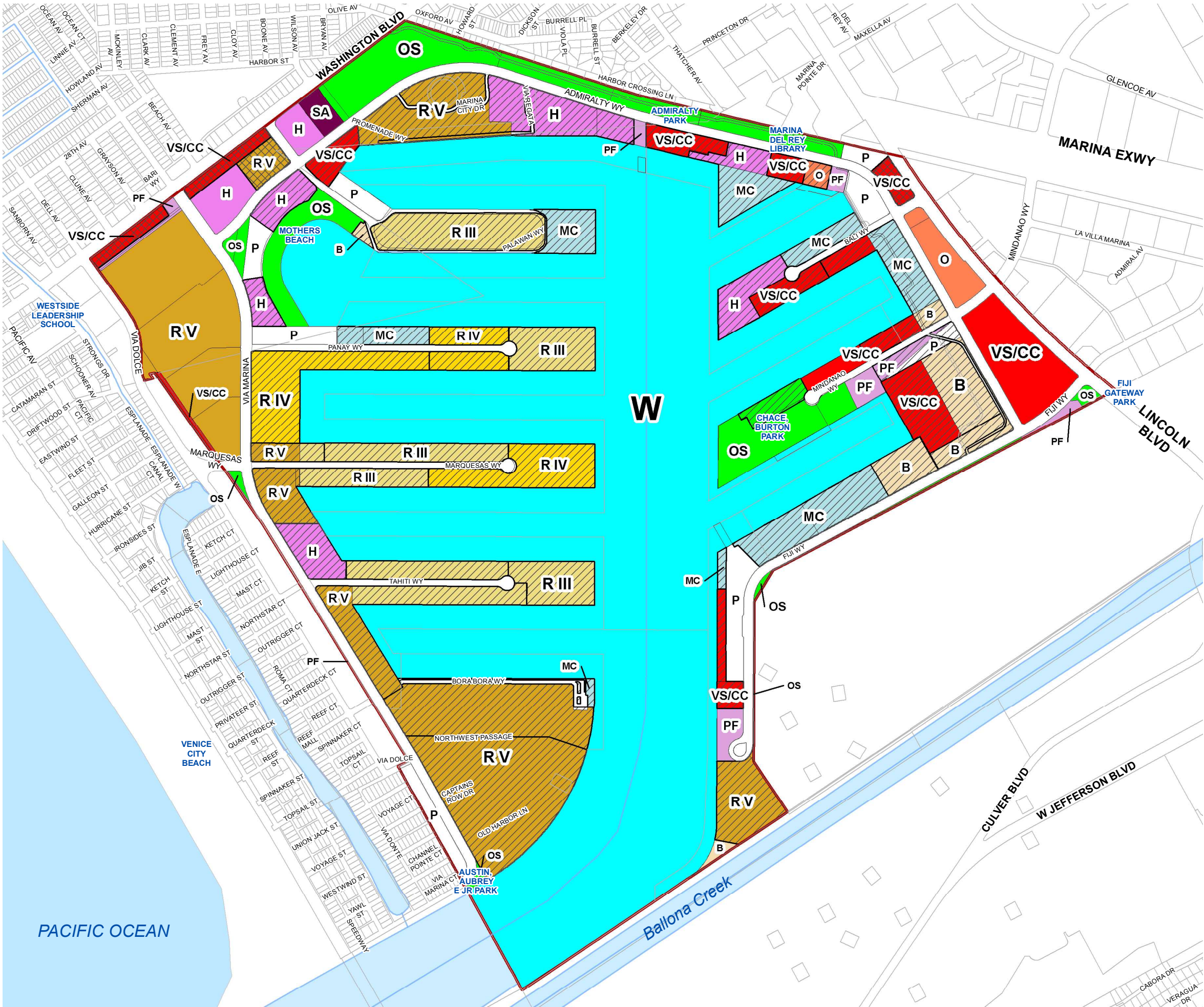
LEGEND

- LUP
- R III - Residential III (35 du/ac)
  - R IV - Residential IV (45 du/ac)
  - R V - Residential V (75 du/ac)
  - H - Hotel
  - VS/CC - Visitor-Serving / Convenience Commercial
  - O - Office
  - MC - Marine Commercial
  - B - Boat Storage
  - P - Parking
  - PF - Public Facilities
  - SA - Seniors Accommodation
  - OS - Open Space
  - W - Water
  - Mixed Use Overlay
  - Waterfront Overlay
  - River, Stream or Channel
  - Lease Parcels LCP
  - Marina Del Rey LCP Area
  - Perennial Water Body
  - Pacific Ocean



Current as of: August 2010






LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012








## *Open Space Plan*

## LEGEND

-  **River, Stream or Channel**  
 **Lease Parcels LCP**  
 **Marina Del Rey LCP Area**  
 **Perennial Water Body**  
 **Pacific Ocean**

## Open Space Plan

-  **Active Open Space**  
 **Passive Open Space**  
 **Urban Open Space**



**Current as of: August 2010**

**LOS ANGELES COUNTY**  
**Department of Regional Planning**  
**320 W. Temple St.**  
**Los Angeles, CA 90012**





LEGEND

- River, Stream or Channel
- Lease Parcels LCP
- Proposed Development Zones
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean

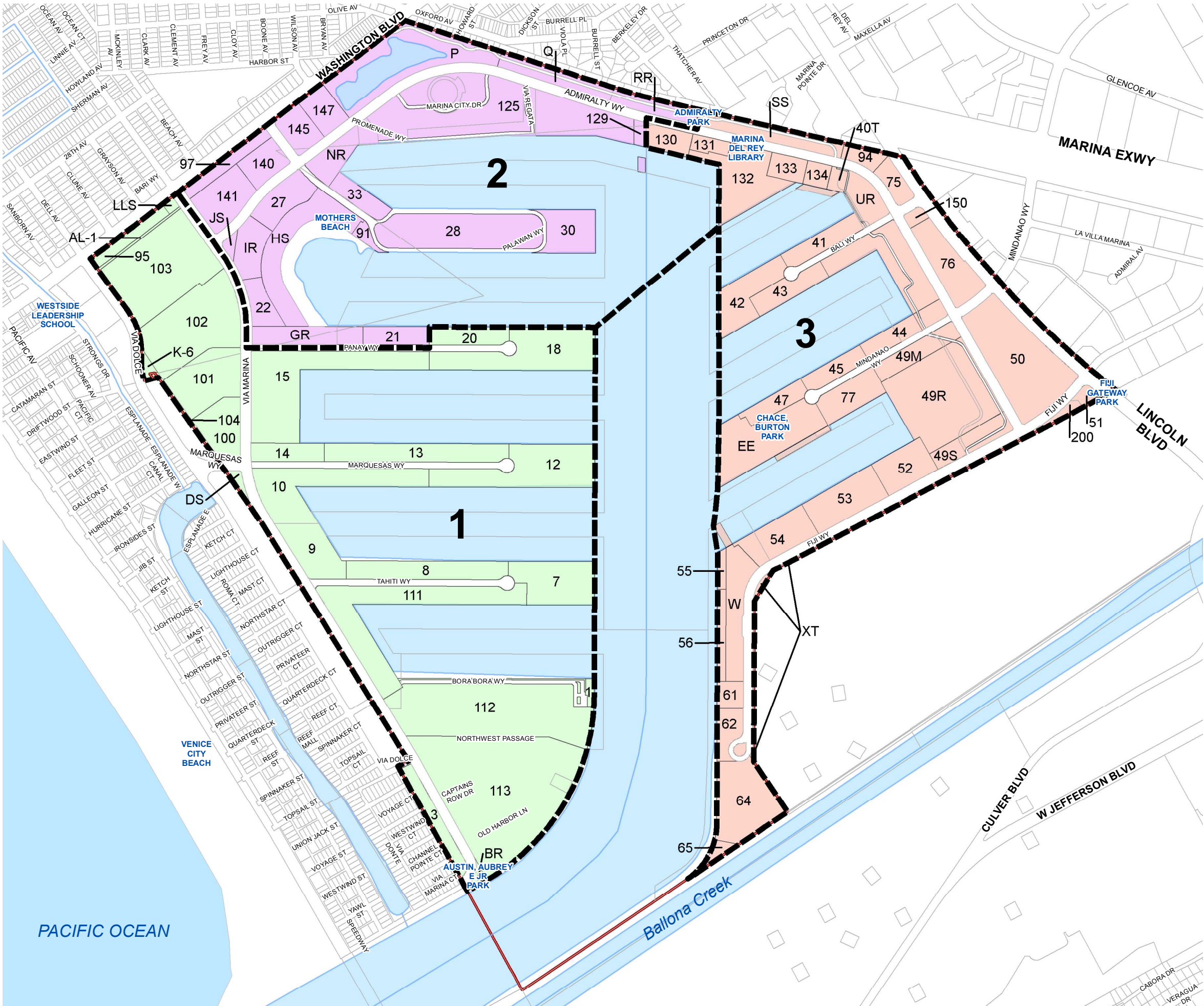
Zone

- Parcels 1, 3, 7, 8, 9, 10, 12, 13, 14, 15, 18, 20, 95, 100, 101, 102, 103, 104, 111, 112, 113, AL-1, BR, DS, K-6, LLS.
- Parcels 21, 22, 27, 28, 30, 33, 91, 97, 125, 128, 129, 140, 141, 145, 147, GR, HS, IR, JS, P, Q, RR.
- Parcels 40T, 40W, 41, 42, 43, 44, 45, 47, 48, 49M, 49R, 49S, 50, 51, 52, 53, 54, 55, 56, 61, 62, 64, 65, 75, 76, 77, 94, 130, 131, 132, 133, 134, 150, 200, BB, EE, SS, UR, W, XT.



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MAP 11

MARINA DEL REY

Proposed Development Zone 1

LEGEND

LUP

R III - Residential III (35 du/ac)

R IV - Residential IV (45 du/ac)

R V - Residential V (75 du/ac)

H - Hotel

VS/CC - Visitor-Serving / Convenience Commercial

O - Office

MC - Marine Commercial

B - Boat Storage

P - Parking

PF - Public Facilities

SA - Seniors Accommodation

OS - Open Space

W - Water

Mixed Use Overlay

Waterfront Overlay

River, Stream or Channel

Lease Parcels LCP

Proposed Development Zone 1

Marina Del Rey LCP Area

Perennial Water Body

Pacific Ocean

COUNTY OF LOS ANGELES

CALIFORNIA

LOS ANGELES COUNTY

DEPARTMENT OF REGIONAL PLANNING

Current as of: August 2010

LOS ANGELES COUNTY

Department of Regional Planning

320 W. Temple St.

Los Angeles, CA 90012

Scale In Feet

0600

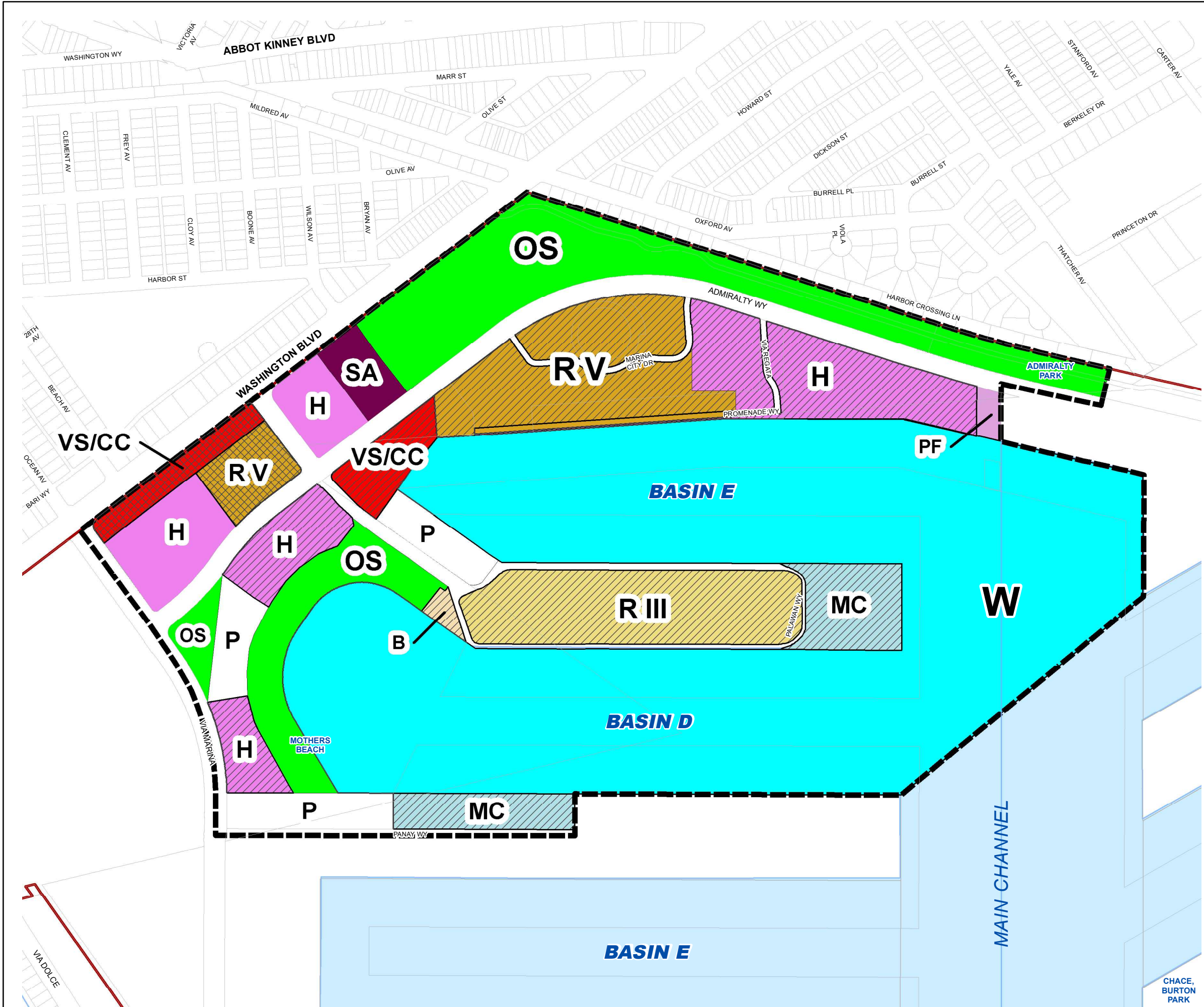
The main map displays the Marina Del Rey area, bounded by the Pacific Ocean to the west and south, and the Main Channel to the east. The map is divided into several basins, each with a specific land use plan (LUP) and color coding: Basin A (yellow, RV), Basin B (cyan, W), Basin C (cyan, W), Basin D (light blue, water), Basin E (light blue, water), Basin F (light blue, water), Basin G (light blue, water), and Basin H (light blue, water). The map also shows various streets, including Washington Blvd, Clune Ave, Bori WY, and others. A red dashed line indicates the Proposed Development Zone 1, and a red solid line indicates the Marina Del Rey LCP Area. The map includes an inset map showing the location of Marina Del Rey within Los Angeles County.

**INSET MAP**

The inset map shows the location of Marina Del Rey within Los Angeles County. It highlights the area around the Pacific Ocean, Washington Blvd, Clune Ave, Bori WY, and the proposed development zone. The inset map also shows the location of the Marina Del Rey LCP Area.

\\Gisps1\projects\_gisps1\DRP\_CURRENT\_PLANNING\special\_projects\map\_documents\MDR\_small\_map\_series\MarinaDelRey\_Proposed\_Development\_Zone1.mxd





Los Angeles County **MAP 12**

**MARINA DEL REY**

**Proposed Development Zone 2**

**LEGEND**

**LUP**

- R III - Residential III (35 du/ac)
- R IV - Residential IV (45 du/ac)
- R V - Residential V (75 du/ac)
- H - Hotel
- VS/CC - Visitor-Serving / Convenience Commercial
- O - Office
- MC - Marine Commercial
- B - Boat Storage
- P - Parking
- PF - Public Facilities
- SA - Seniors Accommodation
- OS - Open Space
- W - Water



**Overlays**

- Mixed Use Overlay
- Waterfront Overlay


**Other Features**

- River, Stream or Channel
- Lease Parcels LCP
- Proposed Development Zone 2
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean

Current as of: August 2010



LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012



Scale In Feet  
0 400



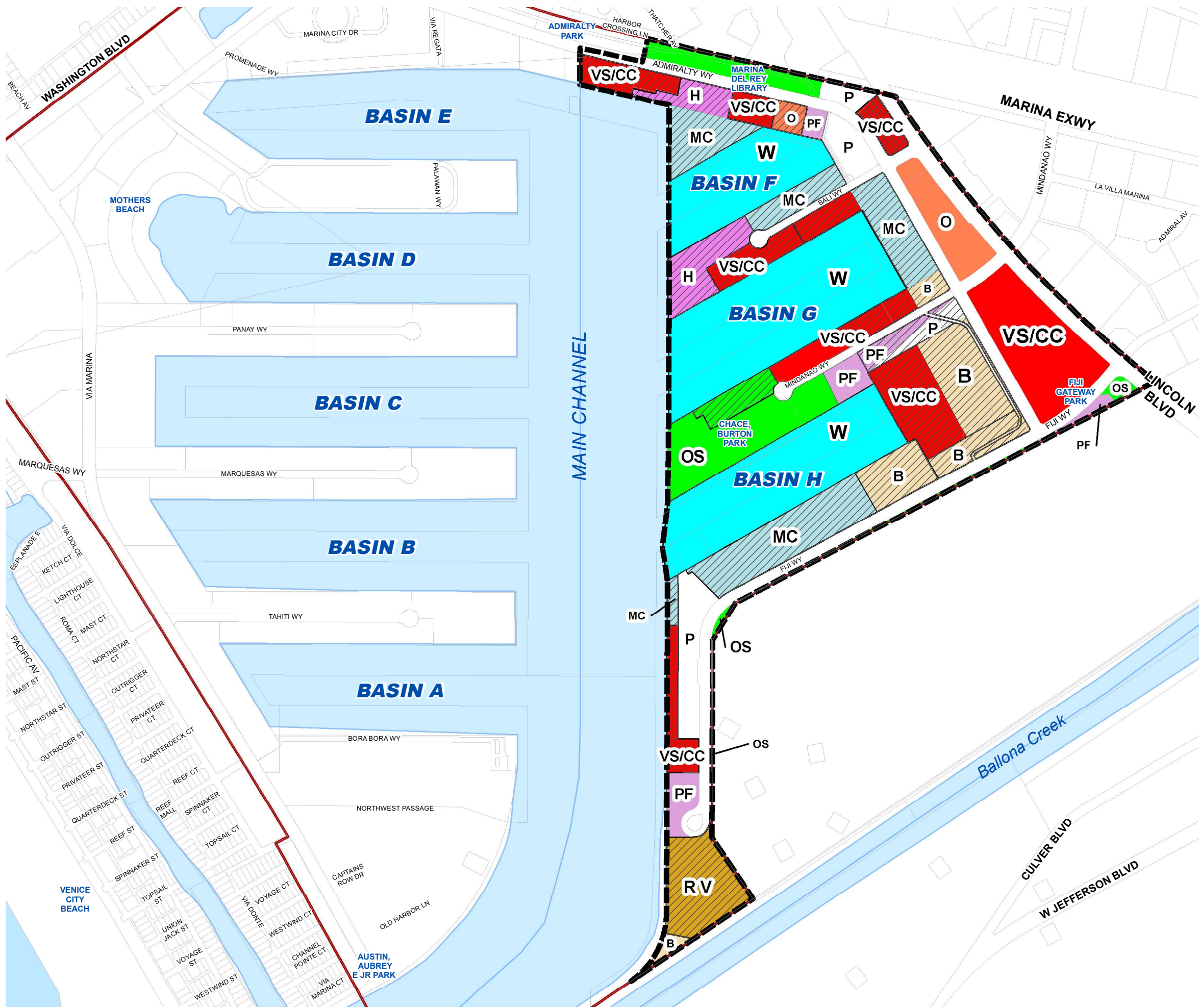
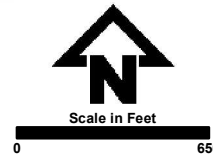
LEGEND

- LUP
- R III - Residential III (35 du/ac)
  - R IV - Residential IV (45 du/ac)
  - R V - Residential V (75 du/ac)
  - H - Hotel
  - VS/CC - Visitor-Serving / Convenience Commercial
  - O - Office
  - MC - Marine Commercial
  - B - Boat Storage
  - P - Parking
  - PF - Public Facilities
  - SA - Seniors Accommodation
  - OS - Open Space
  - W - Water
- Mixed Use Overlay
- Waterfront Overlay
- River, Stream or Channel
- Lease Parcels LCP
- Proposed Development Zone 3
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MARINA DEL REY

Parcel Development Height Limits

LEGEND

- River, Stream or Channel
- Lease Parcels LCP
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean

Parcel Development Height Limits

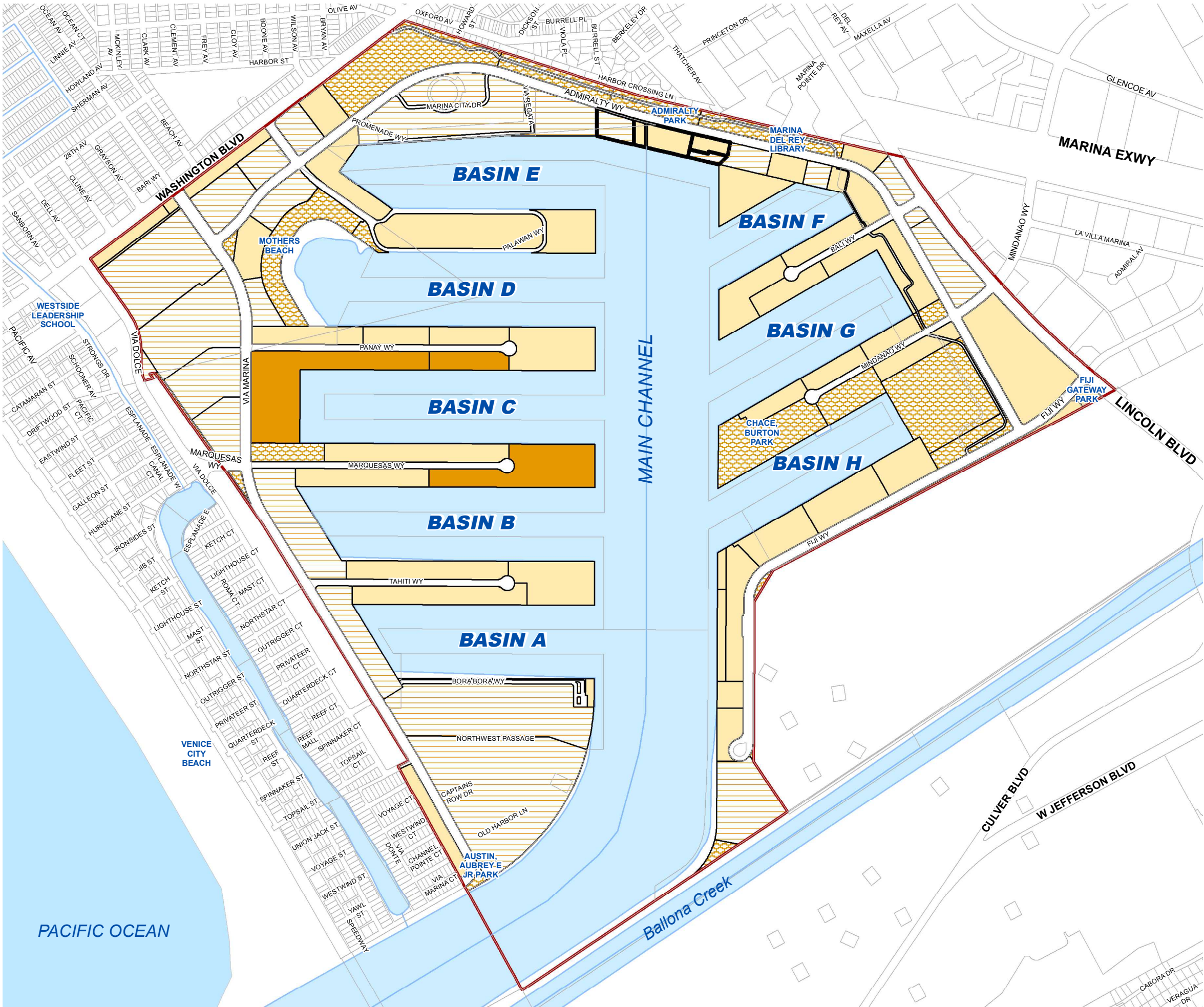
- 25 Feet (Open Space, Boat Storage)
- 40 Feet (Main Channel View Corridor)
- 45 Feet (Residential III, Hotel, Parking, Public Facility, Marine Commercial, Visitor-Serving Commercial)
- 140 Feet (Residential IV)
- 225 Feet (Residential V, Hotel, Office)

- NOTES:
- Hotel - Limited to 45 feet on mole roads.
  - Public Facility - Entrance displays, gov't offices and theme towers may be up to 140 feet.
  - Parking - Limited to 75 feet for parking structures, 45 feet on moleroads or waterfront parcels.
  - Main Channel View Corridor - Limited to 40 feet, to preserve views of the Santa Monica and San Gabriel Mountains.
  - Marine Commercial - Limited to 45 feet for habitable structures, 75 feet for public dry stack (currently none in Marina).
  - Boat Storage - Limited to 75 feet for public dry stack (currently none in Marina), 25 feet for commercial support facilities.

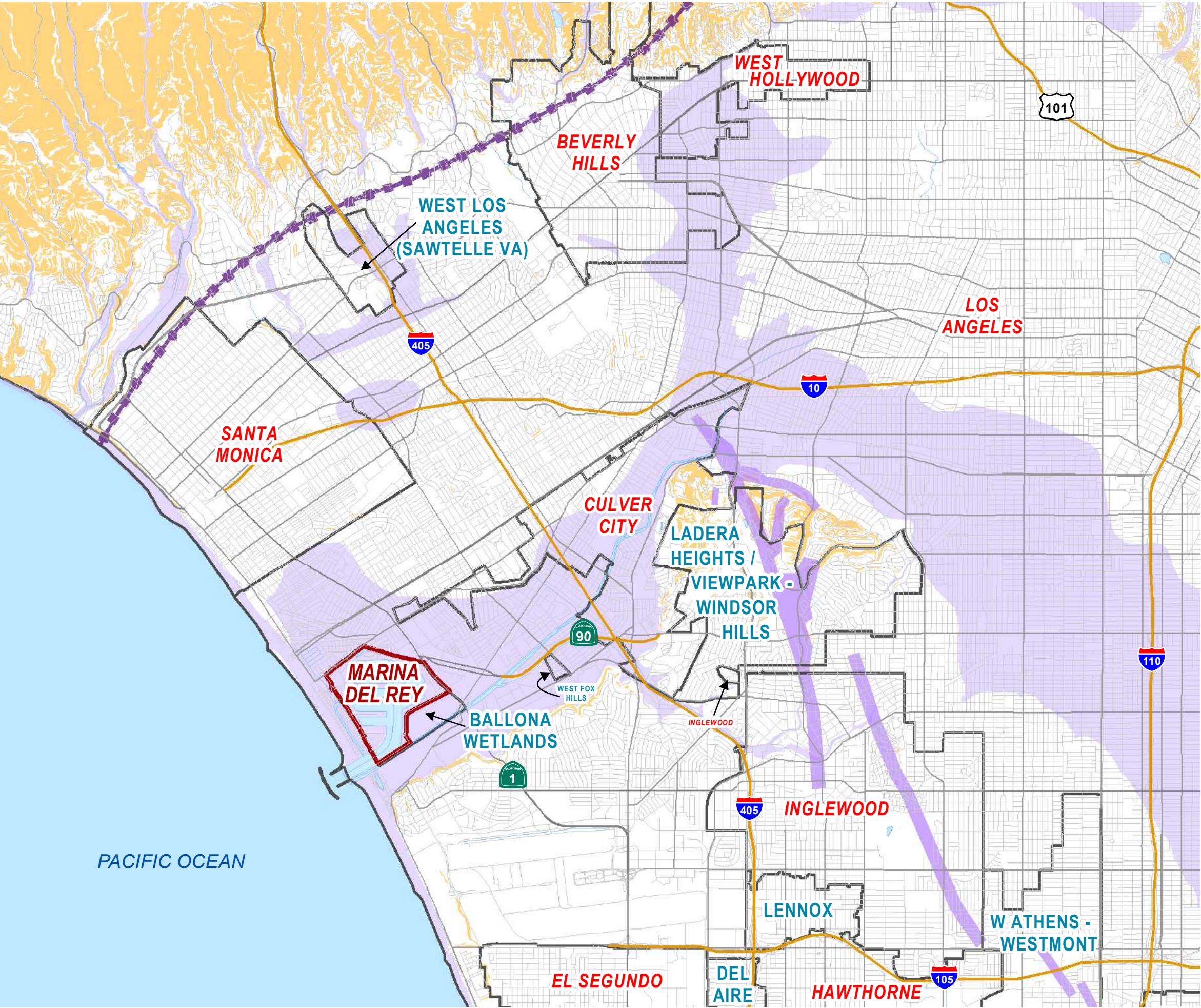


Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012







**MARINA DEL REY**

**Seismic Hazards**

**LEGEND**

- Freeways
- Highways
- Arterials
- River, Stream or Channel
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean
- Seismic Hazards**
- Potentially Active Fault
- Active Fault
- Potential Liquefaction Zone
- Landslide Zone



Current as of: August 2010



Miles

0 1.25

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012



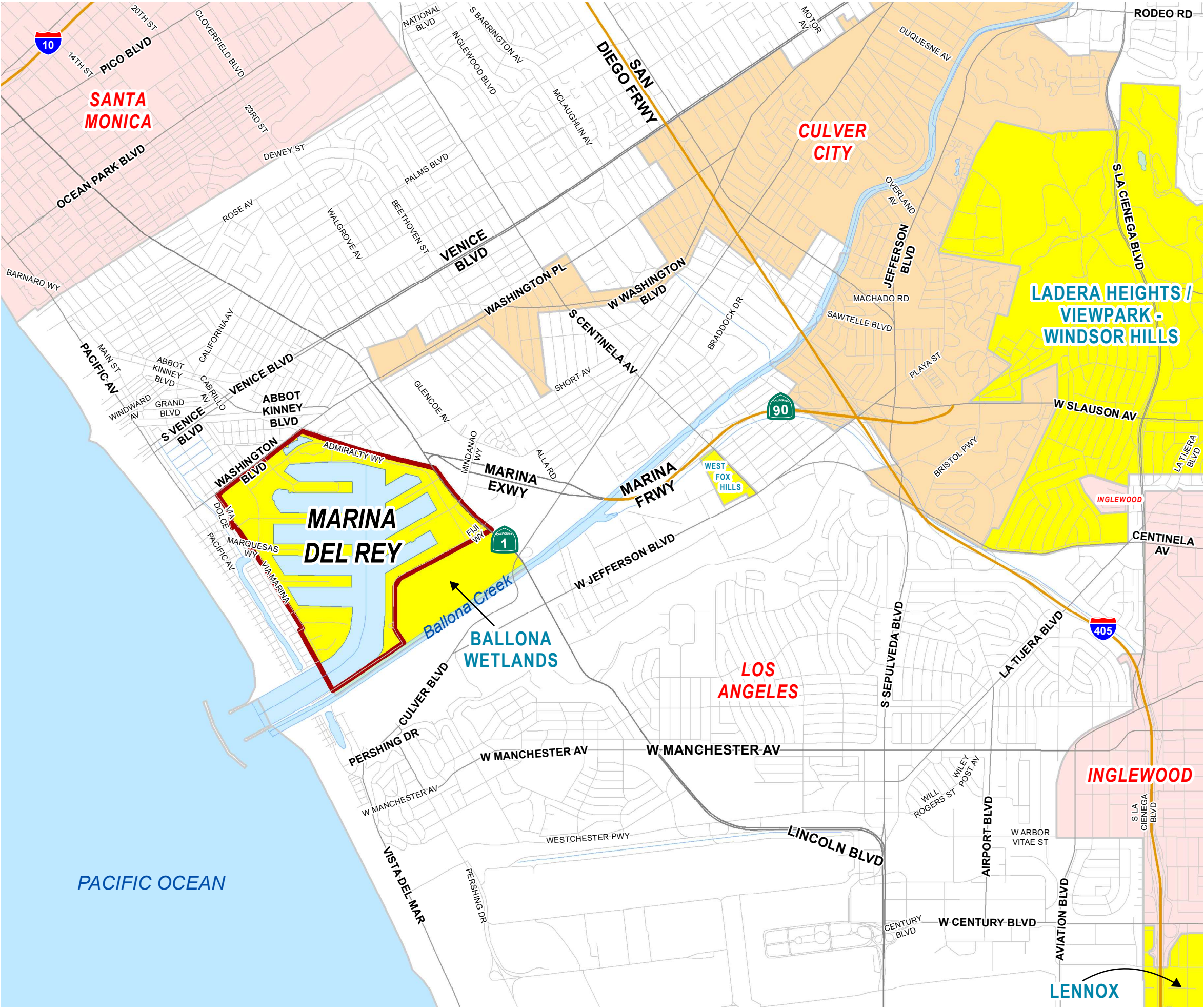
Los Angeles County

MARINA DEL REY

Regional Circulation

LEGEND

- Freeways
- Highways
- Arterials
- River, Stream or Channel
- Marina Del Rey LCP Area
- Unincorporated Area
- Incorporated City
- Perennial Water Body
- Pacific Ocean



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012



Scale in Feet  
0 3,000



Los Angeles County

MARINA DEL REY

Locations of Traffic Study Intersections

LEGEND

- Study Intersection
- Freeways
- Highways
- Arterials
- River, Stream or Channel
- ▭ Marina Del Rey LCP Area
- ▭ Unincorporated Area
- ▭ Incorporated City
- ▭ Perennial Water Body
- ▭ Pacific Ocean



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012



Scale in Feet  
0 1,500





Los Angeles County

MARINA DEL REY

Circulation System Improvements

LEGEND

- River, Stream or Channel
- Lease Parcels LCP
- Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean

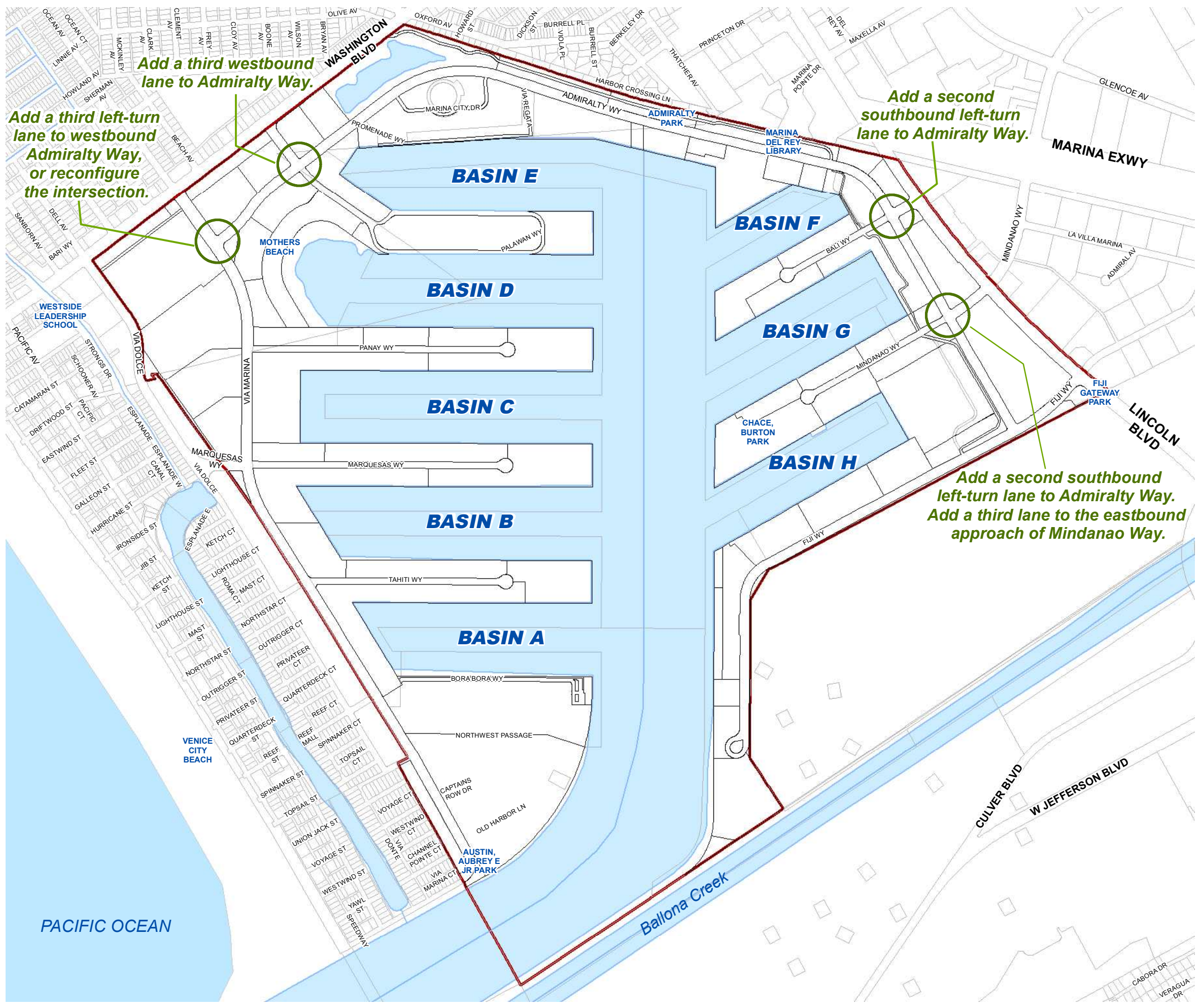
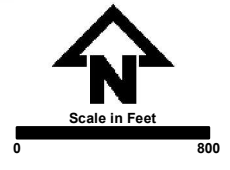
NOTE:

EXISTING MARINA DEL REY - 804 Acres  
( 401 Land, 403 Water )

Current as of: August 2010



LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012





Los Angeles County

MARINA DEL REY

Gas Utility Easements

LEGEND

- Easement of Southern California Gas Company
- River, Stream or Channel
- Lease Parcels LCP
- ▭ Marina Del Rey LCP Area
- Perennial Water Body
- Pacific Ocean

NOTE:  
EXISTING MARINA DEL REY - 804 Acres  
( 401 Land, 403 Water )



Current as of: August 2010

LOS ANGELES COUNTY  
Department of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012

